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## American Railroad Journal.

New York, Saturday, January 15, 1876.

### Foreign Railroads.

A few cursory remarks on foreign railroads cannot at this season of the year be out of place. Distance and official delay in placing information before the public, however, will prevent us from giving any very late statistics respecting them; but we can present our readers with the latest of record, and ask them to be satisfied therewith. Even in our own country we are not blessed with information until it is from six months to a year old, and then it has to be picked up *seriatim*, there being no central office for the condensation of reports and the publication of results. In all we may say we follow "Herapath," the best authority in Europe. In our issue for January 1, we computed the railroads of the United States

at 76,756 miles, and their cost at \$3,941,333,197. The increase during the year was 1,750 miles and \$66,742,920. As near as can be estimated this cost is based on stock and debt in about equal proportions. It would not, however, be wise to say that in a financial sense they are worth the amount stated to have been their cost. There has been an immense amount of stock-watering; immense shaves in discounts and commissions; and an immense shrinkage in values consequent on the recent money panic. Prices at the New York Stock Exchange are perhaps as conclusive of real values as can be deduced, and certainly they do not show an average of 50 per cent on the stocks dealt in by that Board. Inferior stocks, sold at auction, bring scarcely cents for dollars, and are frequently sold thus in clearance lots. Bonds, of course, are a better security than stocks, and consequently hold their face to a larger extent. But even first bonds of the best corporations are selling at low figures, and at least one-half the total issue of firsts, seconds, thirds, etc., have only a nominal value. We may therefore conclude that there is no real value to one-half the nominal cost of our railroads.

With this digression we pass on to the subject of our caption.

During the past year our neighbors of Canada have completed their great Intercolonial. In connection with the Grand Trunk it makes a continuous line from the upper lakes to the sea. The Canadians are also constructing a Pacific line, and will probably complete it from Lake Superior to Manitoba (Red River) during the current year. The total mileage of railroad in the Dominion, at the close of 1875, was 5,163 miles, not a mile of which is paying dividends on ordinary stock. As developing agents they are of incalculable value to the country, and as such are liberally supported by government. Three new connections with United States roads have been made during the year—at Newport, Vt., at Moosers, N. Y.,

and at Ogdensburg, N. Y. The most important of these is the line along the west shore of Lake Champlain, intended for the coal trade.

Mexico, our neighbor on the south-west, is still considering the subject. During the year, however, a concession has been granted for a line from the Capital to the United States border on the Rio Grande, to connect ultimately with the International, etc., now in course of construction in Texas. The only road as yet built in the republic is that from Vera Cruz to Mexico, which with its branches has a length of 300 miles. It is owned chiefly in England, and is or will be a valuable property.

The Central American States have as yet accomplished little. The Costa Rica Railroad is open for about 50 miles, and will probably be completed in two or three years. Honduras is also projecting and has borrowed (and misappropriated) largely from England.

In South America a very considerable advance is observable. Brazil commenced the year 1875 with 836½ miles completed, 1034½ miles in progress, and 2392½ miles conceded and mapped out. The Argentine Republic has increased its railroads by some 200 miles, and has already about 1000 miles completed, the principal of which are the Great Southern 202, the Central Argentine 246, and the Eastern Argentine 105 miles. The Central will be carried to a connection with the Chilean railroads. Uruguay has completed its great central line 127½ miles. The Pacific republics have added but little to their status a year ago. The whole line to Lima is now complete, and is being carried up the mountains. Railroad building has been commenced in the Colombian States of Cauca and Antioquia; otherwise in South America little or nothing has been accomplished in railroad matters.

Turning to Europe, we fail to find the usual vitality among the nations. True, we find continuous additions to their railroad mileage; but little new or startling in project or execution. Relatively, however, Italy and Switzer-

land, and to some extent Austro-Hungary have been active in construction. There is nothing new in the great nations—England, France, or Germany. The same may be said of Russia. At the latest dates (stated) the length in the States named was as follows:

	Miles.
Great Britain (October, 1875).....	16,449
France (March, 1875).....	11,918
Germany (October, 1875).....	14,023
Austro-Hungary (June, 1875).....	9,001
Russia (June, 1875).....	11,276
Switzerland (October, 1875).....	1,257
Italy (June, 1875).....	4,662

With regard to the less important States, we lack that information which is necessary for our purpose. Herapath, our guide, is to blame! But we suppose that each and all have been doing something towards swelling the railroad mileage of the world.

In this connection we ought not to omit mention of the projected tunnel between England and France. It is a bold engineering attempt; but what is to deter after the accomplishment of so many apparently impossible works. The latest report is that the tunnel will be commenced during the current year.

Crossing from Europe to Africa, we find Egypt active in the right direction. During the year the new interior line has been opened from Cairo to Siout. The Barbary States appear to be at a stand-still. Algeria, however, which has had 320 miles for the last half dozen years, is again projecting and intends soon to penetrate not only its own territory but also the great central desert. In South Africa the English have projected and are now building some thousand miles of railroad.

British India is still hard at work and has probably at this date some 7,000 miles. At the opening of the year 1875 the length in operation was 6,260 miles of which 727 miles were double. This has all been built in a little more than twenty years. The first Anglo-Indian road (21½ miles) was opened in 1853, and to the close of 1856 only 171 miles had been completed. In the neighborhood of India some progress has also been made. Ceylon is being liberally provided with railroads; Java has also commenced operations, and has already 160 miles in use; and Japan in March, 1875, had opened 38 miles at a cost of £3,482,000 sterling! At Mauritius the British had in 1875, 66½ miles.

The British Colonies of Australia, however, have been more actively engaged in railroad building than any other country. New Zealand is also becoming a railroad power. The new Colony of Victoria had in October last 599 miles; that of Queensland in June last, 188; and a year ago New Zealand had in operation 260 miles and was building nearly 1,000 miles in addition.

We estimate that there are now in operation throughout the railroad world about 185,000 miles. We cannot suppose that including "discounts and commissions" this mileage has cost on an average less than \$100,000 per

mile! This would make a total disbursement on account of railroads of \$18,500,000,000! To individuals what fortune or what misery has the disbursement of this vast pile wrought. But compensation is found in the utility and the convenience of possessing such a vivifying agent as the railroad to do the drudgery of frail humanity. The individual may go down, but the great mass reaps an untold benefit. It is thus in every human effort.

#### Michigan Central Railroad.

To the President and Directors of the Michigan Central Railroad Company:

GENTLEMEN: The condition of the company on the 1st day of December, 1875, is shown by the following statement:

The receipts of the main line and branches for the six months, ending November, 1875, were.....	\$3,373,215 52
The operating expenses of the main line and branches, accurate for five months, and estimated for November, are.....	\$2,383,876 28
The interest account for the same time amounted to.....	804,249 27
	<u>\$3,188,125 56</u>

The bonded debt of the main line now amounts to:

First Mortgage Loan, due in 1882..	\$556,000 00
Sinking Fund Loan.....	2,179,000 00
Seven per cent Consolidated Loan..	8,000,000 00
Equipment Mortgage Loan.....	556,000 00
	<u>\$11,291,000 00</u>

From the first two items in the above statement must be taken the bonds of this company of the same class, paid and in the sinking funds \$672,000, which will reduce it to now outstanding \$10,619,000.

The sum in the sinking fund (not including the \$672,000 of the bonds of the company) at their par value, amounting to \$1,044,719 57, will reduce the amount of the above outstanding bonds to the whole extent of the value of that fund and its accumulations.

The bonded debts of the leased roads, which have been assumed by this company, are as follows, all bearing eight per cent interest:

Michigan Air Line.....	\$1,900,000 00
Michigan Air Line, South Bend Div.	200,000 00
Grand River Valley.....	1,500,000 00
Kalamazoo and South Haven.....	710,000 00
Jackson, Lansing and Saginaw.....	4,253,000 00
This company has also endorsed the bonds of the Detroit and Bay City Railroad Company, to the amount of.....	424,000 00

The capital stock stands as at last report.....

Construction account amounts to.....

The floating debt as per June report was.....

It now amounts to.....

Showing an increase of.....

Of this amount, however.....

have been given for steel rails since June last.

The floating debt of June last has been reduced by payments to \$542,218 30.

Dated at Detroit, December 20, 1875.

C. FREDERICK LIVERMORE,  
Treasurer.

#### PRESIDENT'S STATEMENT.

It is not usual to make any statement at the close of the half year after the annual report, except that of the treasurer, of the financial condition of the company. The past year, however, has been so extraordinary in its results, that the board has deemed it fitting to place the causes be-

fore the stockholders in an additional statement. The floating debt also requires explanation.

The statement of the treasurer shows the cash receipts which have come into the treasury, the interest paid during the six months, and the operating expenses, as they appear on his books, except the month of November, which are estimated on the basis of the October expenses, the accounts for those of November not being yet complete. The receipts are not exactly the same as the earnings, being sometimes more, and sometimes less, depending upon the amount of earnings unrealized at the date of any statement of them.

The earnings of the road and branch lines have been for the past six months, ending with November..

Which is less than they were for the corresponding period the prior year by.....

The earnings for twelve months, ending at the same time, have been.....

And are less than the earnings of the same period the year before, by.....

The expenses for the year ending with November have been, as above stated.....

For the same period the prior year they were.....

Showing a reduction in the operating expenses of.....

The net earnings for the last year have been.....

While those of the same period the year before were.....

Showing a falling off in net earnings of.....

The business of the road, notwithstanding this decrease of both gross and net earnings to these large amounts, has been larger than it was in the previous or any preceding year, the tonnage of all classes having increased, and in the aggregate, for the last six months, on the main line, 64,184 tons.

It is not, therefore, loss of business which has affected the revenues, because a larger business has been done. It is not the increased cost of doing it, because the enlarged business has been done at a less cost by \$293,426 44. It is simply a loss in the rates, resulting from, as we think, an unwise policy of competition, instead of agreement and compromise among competing lines, and this loss in rates is so much lost to the net earnings of the road.

The expense of doing the business has been incurred, and all lost by reduced rates is loss of net earnings. The net earnings of the last twelve months, therefore, should have been \$2,674,326 95, at only the rates realized during the year ending with November, 1874. Those who have read the last annual report are aware how much rates had been reduced at that time. They are also aware of the effects produced upon the rates of all east bound freight by the additional competition generated by the opening of the Baltimore and Ohio Road, as stated in that report.

The competition which has resulted from the reconstruction of the Grand Trunk with a steel track, making it a first-class road, has been even more fatal to the maintenance of rates, and practically the whole value of west bound business, so far as freight is concerned, both from Boston and New York, has been destroyed. Until of late it has been done by a system of contracting by the rival roads and lines of cars running over them at very low rates, and now by a proclaimed tariff at about the same rates as were made by the contracts, which, on first-class business is about one-fourth of the usual and fair rate. Three-fourths and more of the value of the business is thrown away, because the rates realized do not pay cost of transportation. All profit, and much more is lost, sacrificed by a competition which really looks more like insanity, than the result of any wise consideration of the circumstances.

Will this state of things continue? It results from the fact that the Grand Trunk, though now



an excellent road, is so much longer from Boston, that the average time by it for freight between that city and the West is perhaps twenty-four hours longer than by the direct roads. This time is a material element when the rates are the same, in determining the course of business. At the same rates it could not compete for business with success. It claims, therefore, that to put it upon equality, it shall be permitted to make some difference in its tariff rates by agreement, and that then the rates fixed and agreed upon shall be maintained by all lines. To this the managers of the direct lines refuse to accede, and the result is that both are doing business practically for nothing. The Baltimore and Ohio, therefore, destroyed largely the rates on east bound, and the competition with the Grand Trunk has destroyed almost entirely all the rates on west-bound freight during the whole year. The controversy with B. & O. Road also reduced the passenger rates during nearly all the year, twenty-five per cent. It is causes like these, wholly beyond the control of this company, which have so seriously affected railway property east of Chicago during the past several years. That great wisdom and discretion are required in those who have the power to obviate them, is certain, and yet that they are avoided in all other countries, is equally certain. They have been, and it is hoped permanently, obviated on the east bound business, and all roads east of Chicago are acting in harmony. They will sooner or later be obviated with the Grand Trunk, because a business, the whole value of which is destroyed, is not worth contention. All the roads leading from Boston and New York west cannot afford the permanent sacrifice of all the value in their whole business from those cities west, rather than recognize the existence and power of the Grand Trunk, and make some arrangement with it which shall result in fair and paying rates on the business which may be done on all lines. And with this difficulty arranged, it seems to be clear that there will remain no good reason why the roads east of Chicago may not, within a year, earn and make reasonable dividends.

With regard to the floating debt of this company, which is stated at \$964,440 09, the sum of \$435,838 80 is for steel rail. There had been contracts made for steel rail enough to complete the main line before the panic. One contract for five thousand tons was yet out, and the rails had not been delivered. It could not be canceled. Five hundred tons were delivered in 1874, and paid for. The remainder 4,500 tons, have been delivered the past year, and partly used. For this rail there have been given, since the last annual report, the notes of the company to the amount of \$435,838 80, falling due from June, 1876, to August, 1877. The floating debt, other than this, which in June last stood at \$770,015 16, has been reduced December 1st by payments to the sum of \$542,218 80.

By order of the Board,

JAMES F. JOY,  
President.

#### Erie Railway.

From the Annual report of the Erie Railway Company for the year ending September 30, 1876, we learn that the total amount of capital stock paid in amounts to \$86,536,910, the funded debt \$54,271,814, and the floating debt \$1,421,641 83. The cost of the road and equipment is given at \$115,995,946 68. The number of passengers carried during the year was 5,052,855, not one of whom was injured, except a few who were hurt getting on or off the cars. The number of tons, of 2,000 pounds, of freight carried, in cars was 6,239,948; and the total movement of freight, or number of tons carried one mile, was 1,016,618,050. Of the total freight, mineral coal supplied 3,852,567 tons, vegetable food 674,171 tons, merchandise 553,253 tons, manufactures 322,860 tons,

products of the forest 179,514 tons, agricultural products, exclusive of vegetable food, 113,195 tons, and other articles 255,503 tons. The cost of maintaining the road during the year was \$3,321,370 57, the expenses of repairs of machinery amounted to \$2,446,863 53, and the operating expenses reached \$6,910,806 85—making the total transportation expenses \$12,679,130 95. The gross earnings were \$17,677,746 49, of which \$12,287,399 85 was for freight. The total payments, including the \$12,679,130 95 for transportation expenses, amounted to \$19,030,911 26—leaving a deficit at the close of the year of \$1,353,164 77. The following table gives a summary of the payments other than for construction:

For transportation expenses.....	\$12,679,130 95
For interest:	
On the fund—Gold.....	\$2,833,267 50
ed debt... Currency.....	928,697 00
	3,761,964 50
On Long Dock bonds.....	210,000 00
On Boston, Hartford and	
Erie bonds—Guaranteed interest:	
Delaware and Hudson	
Canal Company.....	\$105,000 00
Weehawken Docks.....	28,000 00
	133,000 00
On Weehawken Docks mortgage.....	66,671 98
On loans, etc.....	\$175,412 89
On mortgages, etc.....	31,382 28
	206,795 17
Gold premiums.....	114,247 34
Rentals of leased lines.....	\$689,013 25
Suspension	
Bridge and	
Erie Junction	
R. R. rent.....	\$70,000 00
Less 30 per ct.	
of earnings.....	31,294 98
	38,705 02
Paterson and	
Newark Rail-	
road rent.....	\$35,000 00
Less 35 per ct.	
of earnings.....	23,107 48
	11,892 52
Erie Railway's proportion	
of loss operating Cincin-	
nati, Hamilton and Day-	
ton Railroad.....	62,804 07
	802,414 86
Taxes:	
Of State of New Jersey on	
equipment.....	\$19,337 33
State of Pennsylvania tax	
on gross receipts from	
May, 1868, to July, 1873,	
inclusive.....	81,635 14
	100,972 47
For use of Jefferson Car Company's	
cars, nine months.....	94,500 09
Expenses other than transportation:	
London transfer office expenses.....	39,688 39
Legal expenses, London.....	5,745 00
Pavonia ferries.....	\$207,922 91
Pavonia Horse Railroad.....	35,885 54
Pavonia Horse Railroad,	
interest on guaranteed	
bonds.....	210 00
Frie baggage express.....	64,557 11
Weehawken docks.....	130,021 43
Grand Opera-house prop-	
erty.....	50,950 86
Unclaimed freight and	
baggage department.....	5,386 74
	494,484 59
Claims due prior to Oct. 1, 1874, paid	321,846 06
Total.....	\$19,030,911 26
Receipts.....	17,677,746 49
Deficit.....	\$1,353,164 77

#### Lake Shore and Michigan Southern Rail-

At a meeting of the directors of the Lake Shore and Michigan Southern Railway Company, held in this city on the 5th inst., a report of the business transacted during the six months ending December 31, 1875, was read. The following is an abstract:

Gross earnings.....\$7,545,000  
Operating expenses and taxes.....5,051,000

Net earnings.....\$2,494,000  
Interest on bonded debt, leases of  
branch roads, and dividend payable  
Feb. 1, 1876, on guaranteed stock... 1,419,000

Balance.....\$1,075,000

The variation in earnings, (principally in the first three months of the above period,) compared with the last half of 1874, is as follows:

Loss on freight.....\$878,000  
Loss on passengers.....133,000

Gain on mails, express and miscellane-  
ous.....57,000

Aggregate loss.....\$949,000

The loss on freights was caused by the follow-  
ing:

Diminution in volume.....7.66 per cent.  
Less prices on business done.....15.65 per cent.

The average rate per ton per mile has been, in 1875, 0.997 cent; in 1874, 1.182 cents.

The cost of steel rails, in excess of the value of the iron rails for which they were substituted, is included in operating expenses. The amount of steel rails laid on main line during 1875 was about 12,000 tons, and the amount of iron rails laid (principally on branch lines) during the same period was about 9,000 tons. The amount of steel rails to be laid on main line during 1876 will, it is estimated, be about 15,000 tons. A considerable part of the steel rails laid in 1875 having been paid for with old iron rails, (the full value of the steel being, however, included in the operating expenses above stated,) the money which would otherwise have been expended therefor is in hand and constitutes a fund applicable to providing the steel rails intended to be laid in 1876. The road, machinery and property of the company have been in all respects fully maintained at its standard high condition.

The bonded debt of the company at  
this date is.....\$36,250,000  
Against, at same time last year.....36,500,000

Diminution by means of the sinking  
fund, the obligation of which has  
been fully complied with.....\$250,000

A resolution was passed declaring a dividend of two per cent upon the capital stock of the company, to be paid on the 1st of February next.

The people of Belmont county, Ohio, are becoming very actively interested in the building of the Tuscarawas Valley and Wheeling Railroad from Bridgeport to Uhrichville. Two routes have been located, and an active canvass for stock is going on along both. A branch to St. Clairsville is proposed.

Another effort is being made to build a branch of the Cleveland, Mt. Vernon and Columbus Railway from Millersburg, in Holmes Co., Ohio, to Dresden, in Muskingum Co.

The directors of the Wheeling and Lake Erie Railroad have authorized their executive committee to contract with General H. McKee to build the road from Martin's Ferry to Zoar.

**Boston and Lowell Railroad.**

At the annual meeting of the stockholders of this company, held in Boston on the 5th inst., the report of the directors for the year ending September 30, 1875, was presented and accepted. For the purpose of bringing before the meeting the recommendation of the Directors that they be authorized to issue the bonds of the Corporation to an amount not exceeding seven hundred and fifty thousand dollars, and apply the proceeds to the payment of the floating debt, Col. J. H. George offered the following notes:

Voted, That the Board of Directors be authorized to issue bonds of the corporation to an amount not exceeding \$750,000, in denominations of \$1000 each, having not more than twenty-five years to run, with interest payable semi-annually at the rate of not exceeding seven per cent, 2 year in currency or six per cent. in gold; said bonds to be sold at not less than par, and the proceeds, including all premiums thereon, applied for the purpose of funding the floating debt of the corporation, and that when said bonds shall be issued the Board of Directors shall appoint a suitable person who shall certify that the same are properly issued and recorded upon the books of the corporation.

Voted, That the Board of Directors be authorized to set aside such a per cent. of the income as they may think expedient as a sinking fund for the payment of the bonds of the corporation as they shall become due in accordance with the usage established by vote of the stockholders at their adjourned meeting held Jan. 30, 1856.

After discussion the two votes were passed, the duration of the bonds being fixed at twenty instead of twenty five years, so as to conform to the General Statutes.

An election for directors was then held, which resulted in the choice of the following gentlemen: Francis B. Crowninshield, Josiah G. Abbott, William A. Burke, Thomas Talbot and Edwin Morey.

**Atlanta and West Point Railroad.**

The earnings of this road for the years ending June 30, 1874 and 1875, were as follows:

	1874.	1875.
From passengers.....	\$111,857 10	\$101,093 77
" freight.....	185,740 21	167,695 63
" mails.....	10,781 28	10,781 28
" express.....	6,560 18	6,385 84
" miscellaneous....	9,293 83	9,757 78
	\$324,232 60	\$295,714 30

**Expenses, viz:**

Conducting transp.....	\$64,378 72	\$53,068 27
Motive power.....	66,111 73	62,293 81
Maintenance of way...	62,227 94	47,657 18
Rent of tracks.....	6,000 00	7,145 83
Maintenance of cars...	13,961 06	8,994 18
Claims, legal exp., etc.		6,589 59

\$212,679 45 \$185,748 36

Net earnings.....\$111,553 15 \$109,965 94

From which deduct extraordinary expenses in 1874-5:

One new passenger car.....\$3,000

New iron rails over current rails.....5,000

8,000 00

Net over all payments.....\$101,965 94

In 1873-'74 the extraordinary expenses were \$42,000, leaving the balance of earnings at the close of that year \$69,553 15. The President, in his report, says:

"The directors can report but little information to the stockholders, in addition to what will be found in the official reports furnished by the treas-

urer and the superintendent, and which are appended to this report. The assets and liabilities of the company will appear in the statement of the treasurer, and the operations of the road for the past year, with the condition of the property in his department, with the business relations and future prospects of the road are very clearly, though succinctly, set forth by the superintendent.

The report of the superintendent accords in tone and character with the great majority of railroad reports from all parts of the United States, but more especially from the South and West. In reports for the past year, we find a very general exhibit of reduced earnings, financial deficiencies and disappointed hopes. We find, also, the same necessity for reduced expenditures, to compensate for reduced receipts; the only legitimate mode of meeting a reduction of earnings is by a corresponding reduction in the expenses of management, and by suspension or reduction of dividends to meet the emergency. Expenditures cannot long exceed the earnings, without the accumulation of debt and ultimate bankruptcy; and no dividends should be paid except fully justified by an honest available net profit. The wants and urgency of stockholders have too frequently induced a departure from this safe and salutary rule. By looking at past reports, it will seem that the directors have not been surprised by the present paralyzed condition of the country, and particularly of the large railroad interest. Without a miracle, the trouble was obliged to come from existing and previous causes, and its full development was only a question of time. The catastrophe might be temporarily checked or expedited, but the machinery has been for some years at work, which was obliged to bring it in the end. Look at a few figures and facts for 1874:

The cost of Southern railroads, up to that time, was, in round numbers, \$523,509,223. This cost was made up of share capital.....213,794,148 And of debt.....309,715,075 The reported dividends.....31 1/2 per cent. on capital! The statement of the Western roads is still worse. Their reported cost is.....\$1,972,177,844 Share capital.....899,030,222 And of debt.....1,073,147,622 Reported dividends on capital.....1.92 per cent!!

Very few of these corporations pay any dividends at all, and very large numbers of them do not pay their interest, and are almost daily going into bankruptcy!

Fortunately, our little enterprise is subject to no such danger. Its debt is small and under easy control, and our superintendent reminds us that, though we have suffered some by the default of connecting roads, we still have a reliable 8 per cent. stock.

The present condition of our investment—so different from most railroad investments in the country—may be attributed, mainly, to the policy pursued in the organization of the company and the construction of the road. This policy was briefly sketched in a report shortly after the completion of the road, and it is a pleasure to refer to it. The board makes the following brief extract:

"The road was built for cash and at cash prices and perhaps no instance can be found where so much has been accomplished in railroad enterprise with the same expenditure of money. We made no jobbing contracts at high prices—sold no securities at a discount, and paid no premiums for money. Our contracts and purchases were all for cash, and the work was paid for when it was done. With these advantages, the stockholders need feel but little apprehension of any future depreciation of their property. Few railroads have been built upon the same principle, and yet no road should be built upon any other, if intended to be valuable as an investment."

Had all the railroads of the country been built with the same honest regard to the interest of stockholders, and duty to the public, what a difference would now be seen in the financial con-

dition of the country, and the morals of the people!

The fidelity of the officers in charge of the road and transportation department, is best attested by the regularity of the trains, and almost entire freedom from accident of any kind, during the past year.

The company have 21 locomotives, 7 passenger, 4 baggage, 1 express, 2 shanty, 413 box, 18 stock, 23 platform, 3 coal and 5 cab cars. Number of through passengers, 11,824; do., way, do., 32,894—total, 44,728, against 54,301 in the previous year, a decrease of 9,573. Tons of freight transported, 58,620, against 63,485 in the previous year, a decrease of 4,865. Bales of cotton transported, 67,139; same for previous year, 90,156, a decrease of 23,017.

**BALANCE SHEET, July 1, 1875.**

Road outfit and real estate.....	\$1,196,309 81
Bills receivable.....	139,992 25
Preferred stock Vicksburg and Meridian Railroad Company.....	3,432 00
Preferred stock Mobile and Montgomery Railroad Company.....	700 00
Dividend No. 36.....	49,288 00
Dividend No. 37.....	36,966 00
Interest account.....	3,850 33
Bond exchange account.....	9,521 24
Due by agents and connecting roads	26,825 33
Road expenses for the year.....	198,748 36
Cash.....	40,285 72

\$1,700,918 04

Capital stock.....	\$1,232,200 00
Profit and loss July 1, 1874.....	81,123 29
Bonds of the company.....	83,000 00
Due to agents and connecting roads	7,169 45
Dividends unpaid.....	1,711 00
Road earnings for the year.....	295,714 30

\$1,700,913 04

President.—HON. JOHN P. KING.

Directors.—B. C. Yancey, John S. Bigby, F. Phinizy, W. B. Berry, John F. Morland, L. B. Lovelace.

Superintendent.—L. P. GRANT.

Secretary and Treasurer.—W. P. ORME.

**Middlesex Railroad.**

The receipts from operations of this road for the year ending September 30, 1875, were:

From Passengers and tickets sold.....	\$247,005 57
From other sources.....	2,815 41

Total receipts.....	\$249,820 98
Expenses for same period.....	220,443 39

Net income.....	\$29,377 59
Deduct dividends paid.....	24,000 00

Balance of income, or surplus... \$5,377 50

During the year ending as above the cars of the Company have made 103,099 trips, and have run 92,753 miles, carrying 4,440,971 passengers; averaging 42.82 passengers per trip, at an expense of 32.95 cents. per mile run.

Four new cars have been built at the Company's shop during the year in addition to extensive repairs on others, two of which have been charged to expense account. Our cars and general equipment are in condition not excelled by that of any Company in the United States.

The road and tracks of the Company are in the very best condition, having been almost entirely rebuilt during the three years last past. Your Directors are of the opinion that the road is now in a condition to last some ten or twelve years, with comparatively small expense for repairs.

An additional stable has been erected during the past year at the Neck, at an expense of \$5,197 08. The real estate of the Company now stands at \$185,048 43, and is unsurpassed for the purposes required.



The Company has been fortunate during the past year in relation to accidents, no serious ones having occurred upon the road.

ASSETS.	
Road.....	\$419,341 10
Real estate and buildings.....	135,043 43
Cars.....	63,050 17
Horses.....	46,500 00
Sleighs and coaches.....	9,016 54
General equipments (snow plows, tools, harnesses, etc.).....	18,039 44
New construction material.....	41,668 19
Cash and sundry accounts.....	161,426 43

	\$894,385 30
LIABILITIES.	
Capital stock.....	\$400,000 00
Bills payable and sundry accounts.....	153,168 37
Mortgage notes.....	66,500 00
Outstanding sinking fund bonds, due 1884.....	72,510 20
Outstanding convertible bonds, due 1885.....	150,000 00
Profit and loss (Surplus).....	52,216 73

\$894,385 43

#### New York Central and Hudson River Railroad.

The report of this company for the year ending September 30, 1875, was filed in the office of the State Engineer and Surveyor at Albany on the 5th inst. From this we learn that the number of miles of road owned, leased and operated by the Company is as follows:

Roads owned:	Miles.
Length of road.....	740.17
Length of second track.....	465.30
Length of third track.....	231.69
Length of fourth track.....	222.19
Length of turn-outs.....	383.60
Total length.....	2,942.95
Roads leased:	Miles.
Length of road.....	260.03
Length of second track.....	59.96
Length of turn-outs.....	29.45
Total length.....	329.44

This includes the New York and Harlem, the Lake Mahopac, and several other shorter lines, and foots up a grand total of 2,882.39 miles of single track operated by the company.

The equipment consists of 558 Locomotives, 8 dummy engines, (used for City service in making up trains and taking them to the City limits,) 427 passenger cars, 81 second class and emigrant cars, 222 baggage, mail, and express cars, and 14,597 freight cars.

The number of miles run by passenger trains during the last year was 4,563,688, by freight trains 8,457,816, and by switching and working trains 4,177,374, making a total of miles run of 17,198,878, which, as compared with 1874, shows a decrease of 1,487,825 miles. This decrease in mileage is almost entirely in the running of freight trains, and is accounted for by the fact that the number of cars per train has been increased.

The number of passengers carried one mile during the year is stated as 388,934,360, while last year's report showed 350,781,541. The number of passengers carried was 9,422,629, as against 9,878,362 in 1874.

The number of tons of freight carried in 1875 was 6,001,954, and in 1874, 6,114,378, or a decrease in 1875 of 112,724 tons. This decrease, according to the classifications made, consists entirely of products of the forest and animals, or lumber and

live stock. The total movement of freight is 1,404,008,029 miles for 1875, and 1,391,560,707 for 1874.

No variation appears in the capital stock from the report of last year, the total being now as then, \$894,385,300. This does not include the capital of the New York and Harlem, but does include \$195,400 of consolidated certificates which are convertible into capital stock but which have not yet been presented to the company for such conversion.

The total amount of the funded debt of the company is stated at \$400,000,667 62, or an increase for the year of \$1,518,925. The construction account has been increased by \$3,849,270 53, and now foots up \$96,355,774 50.

The gross earnings of the New York Central and Hudson River, and New York and Harlem Railroads for the years ending September 30, 1874 and 1875, were as follows:

	1874.	1875.
From passengers.....	\$7,497,856 54	\$7,276,847 54
From freight.....	20,848,725 23	16,899,701 50
From other sources.....	3,804,304 95	3,850,668 99

Total.....\$31,650,886 72 \$29,027,218 03

Expenses:	1874.	1875.
Maintaining road-bed, &c.....	\$3,775,526 10	\$3,686,541 78
Repairs of Machinery.....	3,812,806 87	3,781,724 80
Operating.....	10,799,964 59	9,793,741 66

Total.....\$18,388,297 56 \$17,262,107 64

This shows a decrease, as compared with 1874, of \$2,823,168, 69, or over eight per cent., in the gross earnings, and a decrease of \$1,126,189 92, or six per cent., in the expenses. The net earnings for 1874 were \$18,262,089 16, and for 1875 were \$11,765,110 39, being a decrease of \$1,496,978 77. These net earnings were applied as follows:

For interest.....	\$2,728,118 94
For dividends:	
Oct. 15, 1874, four per cent.....	3,568,339 99
Jan. 15, 1875, two per cent.....	1,784,169 99
April 15, 1875, two per cent.....	1,784,169 99
July 15, 1875, two per cent.....	1,784,169 99
For rent of other lines.....	1,697,795 78

Total.....\$13,346,764 68

This shows \$1,581,654 29 more than the net earnings, but to explain this we find the following note appended to the report:

"Owing to a change in paying dividends from semi-annual to quarterly periods; ten per cent. was actually disbursed therefor within the year embraced in this report. The amount, however, chargeable to the business of the year is eight per cent only."

By deducting one dividend of two per cent. from the total of "net earnings applied, it is shown that besides paying all interests due on its entire indebtedness; rents due for leased lines, and eight per cent. dividend on its capital stock, the road fairly added \$202,515.70 to its surplus fund. The decrease in the business shown by the foregoing figures is attributed to the hitherto unparalleled low rates for freight, in consequence of the keen competition of the rival lines. A consequence of this competition is also seen in the following calculations of the expenses, receipts, and profits for the years 1874 and 1875:

The operating expenses in 1875 were 59.46 per

cent. of the gross earnings, and in 1874 58.09 per cent.

Freight—Earnings per ton per mile in 1875, 1.27 cents; in 1874, 1.37 cents; expenses, 1875, .90 cent; in 1874, .98 cent; profit, 1875, .37 cent; in 1874, .39 cent. Passenger—Earnings per passenger per mile in 1875, 2.14 cents; in 1874, 2.13 cents; expenses, 1875, 1.86 cents; in 1874, 1.83 cents; profit, 1875, .78 cent; in 1874, .30 cent. Freight—Earnings per train mile in 1875, \$2.11; in 1874, \$2.03; expenses, 1875, \$1.49; in 1874, \$1.37; profit, 1875, 62 cents; in 1874, 66 cents. Passenger—Earnings per train mile in 1875, \$1.59; in 1874, \$1.69; expenses, 1875, \$1.01; in 1874, \$1.05; profit, 1875, 58 cents; in 1874, 64 cents.

#### Philadelphia and Reading Railroad.

From the report of this company which was read at the annual meeting of the stockholders held in Philadelphia on the 10th inst., we learn that the receipts for the year ending November 30, 1875, compared with the previous year, were as follows:

	1874.	1875.
From passengers.....	\$2,012,666	\$1,862,769
From merchandise.....	3,380,301	3,026,008
From coal.....	8,920,914	7,638,899
From mail.....	52,686	54,048
From miscellaneous.....	85,554	81,408
Gross receipts.....	\$14,452,121	\$12,660,927
Expenses.....	8,731,916	5,190,159

Net profits.....\$5,720,205 \$4,530,768

The decrease in business and profits is accounted for by the protracted strike in the anthracite regions during the first six months of the year, which deprived the company of its coal tonnage and reduced the usual receipts from the large local merchandise and passenger traffic which is the outgrowth of the coal trade and its attendant industries. It appears from the report that the entire coal tonnage of the company during the six months of the strike was but 1,038,241 tons, against 4,472,213 tons for the remaining six months of active work, while the net earnings for the two equal periods of suspension and activity were respectively \$25,065 65 and \$4,504,712 54. The belief is expressed that the control obtained by the company over the management of its business, by resisting the strike, costly as it was, will in the future compensate it for all losses thus sustained. The stockholders are informed that, in consequence of the loss of business by the strike, the reserved fund is practically exhausted by the January dividend, and as the business of the winter months is never sufficient to supply a quarterly dividend, no dividend will be made until July, at which time whatever may have been earned will be divided as a semi-annual dividend. The tonnage of the lands of the Philadelphia and Reading Coal and Iron Company for the year was 3,032,191 tons, of which but 545,514.14 tons were produced during the six months of the strike, and 2,486,676.12 during the remaining six months. The report concludes with the announcement of the successful issue in London of \$2,000,000 of the general mortgage bonds of the company.

The committee having in charge the reorganization of the New Jersey Midland Railway report that satisfactory progress is being made, and that \$1,560,000 in bonds have already been surrendered. The committee have decided to extend the time of surrender of the bonds to the 1st day of February next.



## RAILROAD AND CANAL DIVIDEND STATEMENT

Showing the Amount of Stock Outstanding, the Dividend Periods and the date of last Dividend

Marked this (\*) are leased roads

stock out-standing

Dividend Periods

Dividend Payable

Albany and Dutchess

100

12,200,000

J. & J.

Jan. '76

Albany Valley

100

2,265,350

J. & J.

July '74

Albany and West Point

100

1,282,200

J. & J.

July '74

Albany and West Point

100

3,995,200

J. & J.

July '74

Albany and West Point

100

786,474

M. & N.

Sept. '75

Atlantic and St. Lawrence

100

50,484,900

M. & N.

Sept. '75

Aton, Ontario & Mt. M.

100

1,500,000

A. & O.

Jan. '76

Waltham and Ohio

100

13,151,920

M. & N.

Nov. '75

Washington Br.

100

1,650,000

A. & O.

Nov. '75

Herkshire

100

900,000

quarterly

Jan. '76

Blossburg & Corning

50

950,000

J. & D.

Dec. '75

Boston and Albany

100

20,000,000

M. & N.

Nov. '75

Bos., Ohio & Fitchburg

100

1,172,999

— & —

Jan. '76

Agricultural Br. guar.

100

60,000

J. & J.

Dec. '75

Bos., Ohio & Mont.

100

800,000

M. & N.

May '75

Boston and Lowell

500

8,300,000

J. & J.

July '75

Boston and Maine

100

6,921,274

M. & N.

Nov. '75

Boston and Providence

100

4,000,000

M. & N.

Nov. '75

Buffalo, N. Y. and Erie

100

960,000

F. & A.

Aug. '74

Burlington and Mo. Riv.

100

5,254,303

M. & S.

Sept. '75

— pref.

100

1,485,300

M. & S.

Sept. '75

Camden and Amboy

100

5,647,800

quarterly

Jan. '76

Camden and Atlantic

50

377,400

quarterly

Jan. '76

— pref.

50

838,460

quarterly

Jan. '76

Cape Cod

50

1,029,380

J. & J.

Jan. '76

Cr. May and Millville

50

447,000

J. & D.

June '75

C. and A. and Millville

50

428,000

Novemb.

Nov. '75

Catawba

50

1,169,600

M. & N.

Nov. '75

— pref.

50

2,300,000

M. & N.

Nov. '75

— 2d pref.

50

1,000,000

M. & N.

Nov. '75

Cayuga and Susq.

50

589,110

J. & J.

July '75

Cedar Rapids & Mo. Riv.

100

6,850,400

F.M.A.N.

Nov. '75

— pref.

100

769,600

F. & A.

Aug. '75

Central of Georgia

100

4,666,800

J. & J.

July '75

Central of New Jersey

100

20,000,000

quarterly

Jan. '76

Central Ohio

50

2,425,000

J. & D.

Dec. '75

— pref.

50

400,000

J. & D.

Dec. '75

Central Pacific

100

54,775,500

A. & O.

Oct. '75

Chemung

100

380,000

quarterly

July '76

Cheshire, preferred

100

2,155,300

J. & J.

July '75

Chicago and Alton

100

9,929,000

M. & S.

Sept. '75

— pref.

100

2,425,400

M. & S.

Sept. '75

Chicago, Burl. & Quincy

100

10,999,910

M. & S.

Sept. '75

Chicago, Iowa & Neb.

100

3,910,200

J. & J.

Jan. '76

Chicago & N. Western

100

14,904,000

J. & D.

Dec. '75

— pref.

100

21,486,628

J. & J.

July '75

Chicago, R. I. & Pacific

100

25,000,000

A. & O.

Oct. '75

Chic. Ham. & Dayton

100

3,500,000

A. & O.

Apr. '76

Chic. Ham. and Cleve.

50

2,980,850

— & —

Apr. '76

— pref.

50

413,150

F. & A.

Nov. '75

Clev. Col. Cin. & Ind.

100

14,991,376

F. & A.

Nov. '75

Cleveland & Mahoning

50

2,057,580

M. & N.

May '74

Cleveland & Pittsburg

100

11,236,150

F.M.A.N.

Nov. '75

Gold Mines & Ind. Con.

100

13,000,000

— & —

Dec. '75

Columbia and Xenia

50

1,785,500

M. & S.

Dec. '75

Colum. & Hocking Val.

100

2,600,000

F. & A.

Aug. '74

Concord

100

1,600,000

M. & N.

Nov. '75

Concord and Port.

100

960,000

J. & J.

July '76

Conn. & Passaic Riv.

50

2,100,000

F. & A.

Feb. '75

Connecticut River

50

2,100,000

J. & J.

Jan. '76

Cumberland Valley

50

1,292,850

A. & O.

Oct. '75

— 1st pref.

50

241,300

A. & O.

Oct. '75

— 2d pref.

50

245,000

A. & O.

Oct. '75

Danbury and Newburgh

50

1,230,050

J. & J.

Dec. '74

Delaware

50

1,230,050

J. & J.

July '75

Del. Lackaw. & West.

50

23,500,000

quarterly

Jan. '76

Detroit & Milwaukee

50

3,225,100

J. & D.

Dec. '75

— pref.

50

829,450

J. & D.

Dec. '75

Dubuque & Sioux City

100

5,000,000

A. & O.

Oct. '75

East Pennsylvania

100

1,509,300

J. & J.

July '75

East Manassas

100

392,950

J. & J.

Jan. '76

Eastern (N. H.)

100

4,897,000

J. & J.

July '75

Eastern, Ind. & Canada

100

4,900,000

F. & A.

July '75

Elmira, Ind. & Canada

100

500,000

F. & A.

July '75

Elmira, Ind. & Canada

100

500,000

M. & N.

May '75

Elmira, Ind. & Canada

100

500,000

J. & J.

Jan. '76

Erie Railway

100

78,000,000

— & —

Oct. '75

— pref.

100

8,838,910

— & —

Oct. '75

Erie and Pittsburg

50

1,090,250

M. & S.

Sept. '75

Fitchburg

100

4,000,000

J. & J.

Jan. '76

Georgia

100

4,300,000

J. & J.

July '75

Great Western, (Cn.)

100

19,237,404

A. and O.

Apr. '74

Massachusetts & St. Joseph

100

4,161,700

F. and A.

Aug. '75

— pref.

100

5,078,324

Annual

Aug. '75

Hanover Branch, (N.Y.)

50

110,860

M. & N.

May '75

Hartford Extension

100

4,000,000

— & —

Jan. '76

Harrisburg & Lancaster

50

1,182,500

J. & J.

Jan. '76

Housatonic, pref.

100

1,180,000

quarterly

Jan. '76

Huntingdon & Ed. Top.

50

880,000

— & —

July '75

— 2d pref.

50

464,750

J. & J.

July '75

Illinois Central

100

29,000,000

F. & A.

Feb. '75

Indianapolis, Cin. & Laf.

50

7,686,497

M. & S.

Sept. '74

Low Falls & Sioux City

100

4,625,000

J. & J.

Jan. '76

Jafferson, Ind. & Ind.

100

2,000,000

J. & J.

Jan. '76

Joliet and Chicago

100

1,500,000

quarterly

Oct. '75

Joliet & North Indiana

100

300,000

J. & J.

July '75

Lake Shore & Mich.

100

4,486,500

F. & A.

Feb. '76

— (guar.)

100

633,500

F. & A.

Feb. '76

Lewiston

50

280,200

J. & J.

Jan. '76

Lewis and Farmington

100

800,000

J. & J.

Jan. '76

Lehigh & Susquehanna

100

730,000

M. & N.

May '75

Lehigh Valley

50

3,110,950

quarterly

Jan. '76

Lehigh Valley

50

3,110,950

quarterly

Jan. '76

Lehigh Valley

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3,110,950

quarterly

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Jan. '76

Lehigh Valley

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3,110,950

quarterly

Jan. '76

Lehigh Valley

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## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	393,955	451,523	508,087	468,671	397,485	397,729	4,948,673
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	396,893	459,854	498,413	539,400	406,900		
Central Pacific:													
1873.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,519	1,271,628	1,254,689	1,385,567	1,293,957	1,037,992	12,734,729
1874.....	552,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,623	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1875.....	848,558	804,044	892,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1876.....	890,000	902,000	1,192,000	1,355,000	1,797,000	1,711,000	1,477,000	1,532,000	1,561,000	1,606,000	1,508,000	1,279,000	16,970,012
Chicago and Alton:													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,698	441,197	404,264	4,949,406
1871.....	353,235	342,969	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	330,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,442	384,335	397,663	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,328
Chicago and Northwestern:													
1870.....	706,025	753,783	858,359	929,077	1,177,897	1,139,284	1,034,393	1,297,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	951,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,004,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,790	12,772,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,872	1,809,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,060,193	1,290,596	1,163,522	1,011,685	1,116,370	1,254,355	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,339	1,164,459								
Chicago, Mil. & St. Paul:													
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,446	841,150	644,625	473,295	6,590,695
1872.....	460,986	387,565	426,223	474,188	580,433	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	643,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	861,153	694,250	662,283	9,963,017
Clev., Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,019	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	380,759	374,671	338,723	304,635	317,773	3,765,343
1872.....	340,791	320,032	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,685
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,446
1874.....	374,408	292,730	328,537	352,993	317,981	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,263,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,951	1,550,029	1,525,243	1,643,464	1,743,753	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,423	1,515,382	1,541,958	1,754,821	1,717,953	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,465,580	1,687,772	1,577,945	1,545,380	1,546,175	1,605,138	1,680,195	1,447,666	1,287,551	19,016,006
1875.....	1,164,975	1,101,631	1,074,743										
Illinois Central:													
1871.....	624,744	529,617	563,598	620,238	713,162	718,722	707,992	836,041	890,287	753,184	755,438	688,131	8,404,142
1872.....	637,430	531,637	575,393	559,871	648,956	659,363	609,846	783,255	744,723	881,693	696,475	698,063	8,006,754
1873.....	602,241	597,429	680,759	635,812	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,224	692,416	687,454	711,969	768,536	838,307	668,943	680,435	7,900,721
1875.....	551,534	458,158	586,188	586,718	584,764	599,928	702,784	651,302	737,834	841,432	787,854	682,098	7,892,901
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,916	306,944	266,086	282,723	332,555	365,446	387,999	303,306	210,197	3,321,518
1872.....	139,603	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,940	3,663,163
1873.....	150,567	194,766	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247						
Lake Shore & Mich. South'n:													
1870.....	899,289	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,286,737	13,509,266
1871.....	1,090,039	1,062,656	1,320,099	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,998,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,423,735	1,572,693	19,414,509
1874.....	1,569,760	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,936	17,146,131
Marietta & Cincinnati:													
1872.....	155,982	143,995	150,946	146,816	160,819	158,425	153,364	165,800	185,838	207,876	213,099	176,656	2,029,164
1873.....	159,944	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	160,301	2,126,576
Michigan Central:													
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	423,015	529,690	628,660	582,089	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,983	398,300	402,081	460,101	536,602	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,068	480,028	457,893	452,330	617,291	537,031	506,904	562,548	6,069,534
1874.....	555,709	438,037	487,871	551,932	559,294	468,908	413,302	484,792	552,484	609,888	525,460	481,568	6,129,556
1875.....	423,475	372,988	513,564	480,280	455,209								
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,221
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500				
Ohio and Mississippi:													
1873.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,835	3,586,695
1874.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,867
1875.....	266,039	243,167	304,842	298,665	268,807	292,546	282,642	311,140	366,131	382,544	298,575	297,678	3,612,776
1876.....	245,989	244,983	309,908	273,441	257,971	256,772							
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,533	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,006	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,749
1873.....	742,044	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,004
1874.....	683,128	737,381	1,190,398	1,321,509	1,433,450	1,373,229	895,463	1,					



# AMERICAN RAILROAD JOURNAL.

## NATIONAL AND STATE SECURITIES.

			Interest.								Interest.			
			Payable.	Rate.	When Payable.	Market Price.							Payable.	Rate.
			Amounts outstanding.										Amounts outstanding.	
<b>National Securities, Jan. 1, 1876</b>														
Loan of June 15, 1865.....registered	\$200,000	5	Jan. & July.	1874	118 1/2	Massachusetts—(\$29,486,204):								
Loan of February 8, 1861.....registered	13,794,000	5	Jan. & July.	1880	120 1/2	.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1884	111			
Oregon War Bonds of March 2, 1861.....coupon	4,621,000	5	Jan. & July.	1881	119 1/2	.. Harbor Land Improvement bonds, 1874	400,000	5	Jan. & July.	1884	111			
Loan of July 17, and Aug. 8, 1861.....registered	125,900,550	5	Jan. & July.	1881	119 1/2	.. Back Bay Land bonds, 1861 and 1862.....	220,000	5	May & Nov.	1880	111			
Loan of Feb. 25, 1862 (5-20s).....registered	63,420,700	5	Jan. & July.	1881	120 1/2	.. Union Defense Loan, 1861.....	1,550,000	5	Jan. & July.	77-78	115			
Loan of March 3, 1863 (5-20s).....registered	53,882,350	5	May & Nov.	1882	119 1/2	.. Union Defense Loan, 1862.....	50,000	5	June and Dec.	77-78				
Loan of March 3, 1864 (5-20s).....registered	21,316,650	5	Jan. & July.	1882	119 1/2	.. Coast Defense Loan, 1863.....	888,000	5	Jan. and July.	1883	110			
Loan of March 3, 1864 (5-20s).....registered	14,318,550	5	Jan. & July.	1881	119 1/2	.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	5	"	1894				
Loan of June 30, 1864 (5-20s).....registered	10,446,150	5	May & Nov.	1884	113	.. War Fund Loan, 1869.....	999,944	5	"	1899				
Loan of March 3, 1868 (5-20s).....registered	33,899,450	5	Jan. & July.	1881	119 1/2	.. Troy & Greenfield R.R. & Tunnel Loan.	10,971,992	5	Various.	88-94	109			
.. 3d series (5-20s).....registered	115,611,050	5	May & Nov.	1884	113	.. B. H. & Erie R. R. Loan.....	3,599,020	5	Jan. & July.	1900				
.. 3d series (5-20s).....registered	143,259,200	5	Jan. & July.	1886	117 1/2	Michigan—(\$1,654,000):								
.. 3d series (5-20s).....registered	221,465,550	5	Jan. & July.	1887	119 1/2	.. Renewal Loan bonds, 1868.....	105,000	5	"	1878	102			
.. 4th series (5-20s).....registered	14,390,500	5	Jan. & July.	1888	121	.. Two Million Loan bonds, 1863.....	1,082,000	5	"	78-83	104			
Loan of March 3, 1864, (10-40s).....registered	52,921,700	5	Mar. & Sept.	1904	117 1/2	.. War Bounty Loan bonds, 1866.....	366,000	7	May & Nov.	1890	107			
Consols of July 14, '70 & Jan. 20, '71 registered	218,470,100	5	F. M. A. & N.	1881	116 1/2	Minnesota—(\$2,155,000):								
Debt matured and without interest.....(var.)	22,712,640	5	Due.	1881	117 1/2	.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	77-79				
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	5	Irred.	1876	122 1/2	.. State Buildings Loan, 1873, coupon.....	230,000	7	"	78-83				
Certificates of Indebtedness 1870.....(cur.)	64,023,512	5	Jan. & July.	96-99	122 1/2	.. Railroad Aid bonds, 1868, (repudiated).....	2,275,000	7	"	1887				
Pacific R. R. Bonds (registered).....(currency)	371,896,862	5	Jan. & July.	96-99	122 1/2	Missouri—(\$17,839,000):								
United States Notes.....	371,896,862	5	Jan. & July.	96-99	122 1/2	.. State Debt Proper, 1865 and 1868.....	439,000	5	"	81-91	102 1/2			
Fractional Currency.....	44,147,072	5	Jan. & July.	96-99	122 1/2	.. Consolidation bonds, 1868.....	2,127,000	5	"	81-91	102 1/2			
<b>State Securities, latest dates.</b>														
<b>Alabama—(\$21,570,810):</b>														
.. Bonds (old), extended.....	2,592,900	5	May & Nov.	86-92	26	Nevada—(\$100,000):								
.. Bonds (new), 1865, '68 '72 and '73.....	2,312,700	5	Jan. & July.	86-93	30	.. Bonds funding floating debt, 1871.....	100,000	10	Mar. & Sept.	1881				
.. Bonds (new), 1874.....	341,000	5	Jan. & July.	1894		New Hampshire—(\$3,724,100):								
.. R. R. Loans (\$2,500,000) & endorsements.....	15,051,000	5	Jan. & July.	96-99	122 1/2	.. War Loan Bonds, of 1861.....	418,000	5	Jan. & July.	75-78	104 1/2			
<b>Arkansas—(\$12,753,086):</b>														
.. Bonds (Funding), 1869 and 1870.....	3,050,000	5	Jan. & July.	1890	37	.. War Loan Bonds, of 1864.....	600,000	5	Mar. & Sept.	84-89				
.. Leave bonds (warrants), 1871.....	1,400,000	5	Jan. & July.	1890	37	.. State bonds, 1873.....	500,000	5	Jan. & July.	79-80	103			
.. Deficiency Bonds, 1872.....	300,000	5	Jan. & July.	1890	37	.. Equalization (Municipal) bonds, 1872.....	2,205,100	5	"	92-95	107 1/2			
.. Bonds (for \$2,500,000), 1873.....	1,400,000	5	Jan. & July.	1890	37	New Jersey—(\$2,496,300):								
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	5	Jan. & July.	1890	37	.. War Loan (tax free) bonds, 1861.....	1,000,000	5	"	76-84	108			
<b>California—(\$3,355,400):</b>														
.. Civil (R. F.) bonds, 1867 and 1868.....	75,500	5	Jan. & July.	77-80	115	.. War Loan (tax free) bonds, 1863.....	900,900	5	"	86-90				
.. Relief Fund bonds, 1868.....	95,500	5	Jan. & July.	77-80	115	.. War Loan bonds, 1864.....	593,400	5	"	97-02				
.. State Capitol bonds, 1870 to 1872.....	500,000	5	Jan. & July.	77-80	115	New York—(\$29,776,787):								
.. Funding bonds, 1873.....	2,901,000	5	Jan. & July.	77-80	115	.. Bounty Loan bonds, coupon.....	1,067,000	7	"	1877	104 1/2			
<b>Connecticut—(\$4,014,000):</b>														
.. War Loan bonds (10-20 yrs), 1861.....	508,900	5	Jan. & July.	1881	105	.. Bounty Loan bonds, registered.....	13,855,000	7	"	1877	103 1/2			
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	5	Jan. & July.	1881	105	.. State (Deficiency) Stock, '83, part at will	1,809,967	5	J. A. J. & O.	1875	114			
.. War Loan bonds (10-30 yrs), 1864.....	568,500	5	Jan. & July.	1881	105	.. State (Deficiency) Stock, 1858.....	890,781	5	"	1878	114			
.. War Loan bonds (20 yrs), tax free, 1865.....	1,741,100	5	Jan. & July.	1881	105	.. Canal Stock (old).....	473,000	5	June & Dec.	1875	114			
<b>Delaware—(\$1,311,900):</b>														
.. State bonds to railroads, etc.....	1,231,000	5	Jan. & July.	1881	105	.. Canal Stock (old).....	880,000	5	"	1877	114			
<b>District of Columbia—(\$12,790,000):</b>														
.. Improvement (gold) bonds, 1872.....	4,000,000	5	Jan. & July.	1892	100	.. Canal Stock, 1872.....	1,562,200	5	Jan. & July.	1887	116			
.. Improvement (cur.) bonds, 1873.....	790,000	5	Jan. & July.	1892	100	.. Canal Stock, 1873.....	847,500	5	"	1883	115			
.. Funding bonds, 1874, (guar. by U. S.).....	10,594,550	5	Jan. & July.	1892	100	.. Canal Stock, 1873.....	4,302,600	5	"	1891	115			
<b>Florida—(\$6,431,767):</b>														
.. State bonds, 1871.....	250,000	5	Jan. & July.	1891	100	.. Canal Stock, 1874.....	2,000,000	5	April & Oct.	1892				
.. Consolidated (gold) bonds of 1872.....	609,200	5	Jan. & July.	1891	100	North Carolina—(\$28,419,045):								
.. Loan (J. P. & M. R. R.) gold bonds, 1870.....	4,000,000	5	Jan. & July.	1891	100	.. Railroad and Improvement (old) bonds.....	4,738,800	5	Jan. & July.	75-98	16 1/2			
<b>Georgia—(\$19,823,900):</b>														
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	5	Feb. & Aug.	75-84	92	.. Railroad and Improvement (old) bonds.....	3,639,400	5	April & Oct.	75-98	16 1/2			
.. Bonds, act March 12, 1868.....	2,800,000	5	Jan. & July.	1896	100	.. Railroad and Improvement (new) bonds.....	2,383,000	5	Jan. & July.	75-98	7			
.. Bonds (gold), act Sept. 1870.....	2,098,000	5	Jan. & July.	1896	100	.. Railroad and Improvement (new) bonds.....	1,095,000	5	April & Oct.	75-98	7			
.. Bonds (gold), act Oct. 1870.....	1,880,000	5	Jan. & July.	1896	100	.. Funding (new) bonds, 1866.....	2,417,400	5	Jan. & July.	1900	8			
.. Bonds (funding), 1873.....	1,200,000	5	Jan. & July.	1896	100	.. Funding (new) bonds, 1866.....	1,711,400	5	April & Oct.	1898	7			
.. Bonds to Brunswick & Albany R.R., '70.....	1,500,000	5	Jan. & July.	1896	100	.. Special Tax bonds.....	11,407,000	5	April & Oct.	98-99	2 1/2			
.. Railroad aid bonds (endorsed), 1870 & '71.....	7,645,900	5	Jan. & July.	1896	100	Ohio—(\$7,985,205):								
<b>Illinois—(\$1,688,048):</b>														
.. Interest bonds, 1847.....	940,445	5	Jan. & July.	1878	100	.. Loan (sinking fund), 1850.....	1,473,115	5	Jan. & July.	1876	100			
.. Refunded Stock bonds, 1859.....	320,000	5	Jan. & July.	1878	100	.. Loan (sinking fund), 1860.....	4,072,640	5	"	1881	103 1/2			
.. Chicago Relief bonds, 1871.....	250,000	5	Jan. & July.	1878	100	.. Loan (sinking fund), 1856.....	2,400,000	5	"	1886	106			
<b>Indiana—(\$910,000):</b>														
.. Temporary Loan bonds, 1873.....	910,000	5	Jan. & July.	1878	100	Oregon—(\$240,027):								
<b>Iowa—(\$543,000):</b>														
.. War and Defense bonds, 1861.....	300,000	5	Jan. & July.	1881	100	.. Bounty and Relief bonds.....	45,027	7	"	75-84				
.. Funding & Co. bonds 1863 to 1864.....	101,175	5	Jan. & July.	83-84	100	.. Willamette Canal and Lock bonds, 1870	200,000	7	"	1890				
.. Bonds (various) 1866 to 1869.....	889,000	5	Jan. & July.	83-84	100	Pennsylvania—(\$24,566,635):								
.. Military loan bonds, 1864 to 1869.....	346,000	5	Jan. & July.	83-84	100	.. Inclined Plane Loan, of 1849.....	400,000	5	April & Oct.	1879	104 1/2			
<b>Louisiana—(\$21,096,100):</b>														
.. Treasury Relief bonds, 1863.....	735,000	5	Jan. & July.	1893	40	.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1892	102			
.. Leave bonds, 1866.....	1,000,000	5	Jan. & July.	1893	40	.. Loans, May '53 & Apr. '52, reg. & coup.....	3,540,500	5	Feb. & Aug.	77-78	102			
.. Leave bonds, 1867.....	3,992,000	5	Jan. & July.	1893	40	.. Stock Loan of Feb. 2, 1867, 3d series.....	7,890,560	5	"	1877	102 1/2			
.. Leave bonds, 1870.....	2,965,000	5	Jan. & July.	1893	40	.. Stock Loan of Feb. 2, 1867, 3d series.....	9,271,860	5	"	1882	111			
.. Funding (coupon) bonds, 1866.....	722,100	5	Jan. & July.	76-88	35	.. Stock Loan of Feb. 2, '67, lat. 2d & 3d ser.	434,895	5	"	72-82				
.. Funded (floating debt) bonds, 1870.....	2,821,000	5	Jan. & July.	1910	40	.. Agricultural College Land Scrip, 1872.....	500,000	5	April & Oct.	1878				
.. Centennial bonds, 1869.....	497,000	5	Jan. & July.	1909	40	Rhode Island—(\$2,638,000):								
.. Misc. & Mex. Gulf Ship Canal bonds, '69	589,000	5	Jan. & July.	1890	40	.. War Loan bonds of 1862.....	1,019,000	5	Mar. & Sept.	1882	105 1/2			
.. Railroad Aid (various) bonds.....	2,335,000	5	Jan. & July.	72-80	35	.. War Loan bonds of 1863 and 1864.....	1,619,000	5	Various.	95-94				
.. Railroad Loan (var.) bonds, 1869 to 1871.....	4,760,000	5	Jan. & July.	90-11	100	South Carolina—(\$14,637,295):								
.. Consolidated Funding bonds, 1874.....	951,354	5	Jan. & July.	1914	37	.. State House Stock, 1856 to 1861.....	944,918	5	Jan. & July.	77-89	34			
<b>Maryland—(\$11,085,019):</b>														
.. Bonds to R. R. and Canals.....	5,004,120	5	Jan. & July.	1890	80	.. State House bonds, 1863 and 1864.....cur.	287,000	5	Jan. & July.	71-80				
.. Bonds to R. R. and Canals.....	889,838	5	Jan. & July.	1890	105	.. Blue Ridge R. R. bonds, 1864.....	867,000	5	"	75-79				
.. Defense and Bounty bonds 1864 to 1869.....	3,383,453	5	Jan. & July.	1883	109 1/2	.. Funding Stock and bonds, 1866.....	884,113	5	"	87-97	34			
.. State Loan bonds, 1870 and 1874.....	995,421	5	Jan. & July.	95-80	35	.. Funding and Conversion bonds, 1868-69	3,764,850	5	J. A. J. & O.	82-89	34 1/2			
<b>Massachusetts—(\$7,058,400):</b>														
.. Civil (var.) bonds, 1867 to 1861.....	171,000	5	Various.	75-78	104	.. Land Commission bonds, 1869 and 1870.....	261,000	5	Jan. & July.	1880	34			
.. War and Bounty bonds, 1868 and 1864.....	5,532,500	5	Various.	90-89	106 1/2	.. Fire Loan Stock of 1888.....	292,641	5	J. A. J. & O.	1868				
.. Equalization (Municipal) bonds 1868.....	3,092,900	5	April & Oct.	90-89	106 1/2	.. Relief (Treasury) bonds, 1860.....	616,000	5	Jan. & July.	1888	35			
						.. Consolidated bonds, 1875, reg. and coup.....	1,391,054	5	"	1893				
						.. Railroad bond endorsements.....	4,707,608	var	Various.	var.				
						Tennessee—(\$47,185,017):								
						.. Stat Bonds (direct).....	2,641,000	5	April & Oct.	30 yrs	41 1/2			
						.. Railroad, &c., Loan bonds.....	28,580,000	5	Jan. & July.	30 yrs	43 1/2			</



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1888	100	1st Mort., guar. by State (gold).....	4,000,000	7	Jan. & July.	Charleston.	1890	100
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	100	1st Mortgage, guar. by State (gold).....	5,000,000	7	Feb. and Aug.	Boston.	1891	112 1/2
2d Mortgage.....	2,073,000	8	"	"	1889	100	Currency bonds of Feb. 1, 1872.....	400,000	8	Jan. & July.	Boston.	1884	98
Receiver's Bonds.....	1,200,000	7	"	"	1889	100	1st Mortgage (Agricultural Br.).....	248,000	7	"	"	1889	92
Alabama and Georgia:							1st Mortgage (Equalization).....	252,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	100	1st Mortgage (Consolidation).....	350,000	8	Apr. and Oct.	"	1891	90
Alabama Central:							Equipment Mortgage.....	543,000	8	Jan. and July.	Boston.	1889	97 1/2
1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1901	100	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	965,000	7	Apr. and Oct.	Boston.	1893	103
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	113	Consol. Mortgage for \$2,000,000.....	344,500	8	"	"	1893	100
2d Mortgage.....	2,000,000	7	Apr. & Oct.	"	1888	107 1/2	Boston, Hartford and Erie:						
3d Mortgage.....	494,000	7	May & Nov.	"	1881	101	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	100
Albany Loan.....	935,000	6	"	"	1895	100	1st Mortgage (Berdel).....	15,000,000	7	Jan. and July.	New York.	1900	100
Alexandria and Fredericksburg:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	100
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	100	Mass. L. (sec'd by \$4,000,000 Bcr.).....	8,000,000	7	"	Boston.	1890	100
Allegheny Valley:							Boston and Lowell:						
General Mortgage.....	3,967,000	13	Jan. & July.	New York.	1896	94 1/2	Bonds (Wharf Purchase).....	200,000	8	Apr. and Oct.	Boston.	1879	100
Special Mortgage to Penn.....	3,500,000	8	January.	Harrisburg.	1890	90 1/2	Bonds of 1872 for \$1,000,000.....	999,300	7	"	"	1892	94 1/2
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	Apr. & Oct.	Phil. or Lond.	1900	90 1/2	Boston and Maine:						
Funding Income Bonds (guar.)	5,000,000	7	"	"	1894	49	Bonds of 1893 (susp. and reg.).....	3,200,500	7	Jan. and July.	Boston.	1895	100
American Central:							Boston and New York Air Line:						
1st Mort., guar. by C., B. & Q.	645,000	8	Jan. & July.	New York.	1878	104	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1896	102 1/2
Androscoggin:							Bonds to purchase P., W. & B.R.R.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	100	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P., W. & B.R.R.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Am.	1891	100	Brunswick and Albany:						
Ashabula, Youngstown & Pitts.							1st Mort. (gold) and by Gatax fr.	3,450,000	8	Apr. and Oct.	New York.	1900	100
1st Mortgage.....	1,500,000	7	Apr. & Oct.	New York.	1901	100	2d Mort. sinking fund gold.....	2,560,000	7	"	"	1893	100
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	100	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	100
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	100	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1896	100
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	89 1/2	Buffalo and Erie:						
Land Grant Mortgage (gold).....	3,376,500	7	Apr. & Oct.	Boston.	1900	96	Mort. bonds (ass'd by L.S. & M.S.)	300,000	7	Jan. and July.	New York.	1882	100
1st Mort. (Wichita Branch) guar.	412,000	7	Jan. & July.	"	1902	85	Mort. bonds ( " " )	500,000	7	March & Sept.	"	1886	100
Consol. Second Mort. (gold).....	976,000	7	Apr. & Oct.	N. Y. or Bos.	1903	85	Mort. bonds ( " " )	3,000,000	7	Apr. and Oct.	"	1896	100
Income bonds.....	476,000	12	Jan. & July.	Boston.	1900	94	Buffalo and Jamestown:						
Atlanta and Richmond Air Line:							1st Mortgage.....	1,000,000	8	"	New York.	1902	100
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	80	Buffalo, New York and Erie:						
Atlantic and Great Western:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	86
1st Mortgage (gold).....	14,922,200	7	Jan. & July.	N. Y. or Lond.	1902	100	Buffalo, New York & Phila.:						
2d Mortgage (gold).....	10,173,679	7	March & Sept.	"	1902	100	1st Mortgage.....	2,294,000	8	Jan. & July.	New York.	1896	100
3d Mortgage (gold) Income.....	23,783,000	7	May & Nov.	"	1902	100	2d Mortgage for \$1,000,000.....	281,500	10	"	"	1893	100
Atlantic and Gulf:							Burlington, Cedar Rapids & Minn.:						
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	100	1st Mortgage, stg., skg. fund.....	5,430,000	7	May & Nov.	N. Y. & Lond.	1919	40 1/2
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	100	1st Mort. (gold) Mil. Div.....	2,200,000	7	Feb. and Aug.	"	1902	100
2d Mortgage (S. Ga. & Fla. R.R.)	300,000	7	"	"	1889	100	Burlington and Missouri River:						
Atlantic and Lake Erie:							Land and R. R. Mortgage.....	4,651,050	7	Apr. & Oct.	N. Y. & Bos.	1892	100
1st Mort. (gold) for \$5,000,000.....	5,000,000	7	Jan. & July.	New York.	1901	100	Stock Bonds pref. 3d lien.....	375,000	8	Jan. & July.	Boston.	1878	100
Atlantic, Miss. and Ohio (428 m.):							Stock (common) Bonds.....	308,500	8	Apr. & Oct.	N. Y. & Bos.	1879	100
1st Mortgage for \$15,000,000.....	5,470,000	7	Apr. & Oct.	New York.	1901	100	Stock (common) Bonds.....	318,500	8	Jan. & July.	"	1894	100 1/2
2d Mort. to State (no int. till '80).	4,000,000	7	"	"	1901	100	Stock (common) Bonds.....	418,500	8	"	"	1890	100
Atlantic and Pacific:							Burlington and Mo. Riv. in Neb.:						
Land Mortgage gold bonds.....	2,829,000	8	Jan. & July.	New York.	1888	100	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	97 1/2
2d Mortgage for \$3,000,000 (gold)	2,015,500	8	May & Nov.	"	1891	100	Bonds convertible until 1892.....	500,000	8	"	Boston.	1883	90
1st Mort. (So. Pac. R.R. assumed)	1,188,500	8	Jan. & July.	"	1888	80	Burlington and Southwestern:						
1st Mort. (Central Div.) gold.....	1,190,000	8	May & Nov.	"	1891	100	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	100
1st Mort. (Central Div.) L. G.....	794,000	8	"	"	1901	100	Cairo and Fulton (Arkansas):						
Equipment Bonds.....	755,000	10	June & Dec.	"	1883	100	1st Mort. (R.R. and lands) S.F.	8,000,000	7	Jan. & July.	New York.	1891	100
Income Bonds (for funding).....	529,000	6	"	"	1883	100	Cairo and St. Louis (S. F. gauge):						
Land Debentures.....	800,000	10	J. A. J. & O.	"	1884	100	1st Mortgage.....	2,500,000	7	Apr. & Oct.	New York.	1901	100
Atlantic and St. Lawrence:							Cairo and Vincennes:						
Sterling bonds (not Mort.) of 1883:	484,000	8	May & Nov.	"	1878	100	1st Mortgage, gold.....	3,500,000	7	Apr. & Oct.	N. Y. & Lond.	1909	100
2d Mortgage (sterling) of 1884.....	1,500,000	8	Apr. & Oct.	"	1884	100	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1893	100
3d Mortgage (sterling) of 1871.....	718,000	8	May & Nov.	"	1891	100	California Pacific:						
Portland City Bonds, 1st M., S. F.	787,000	6	"	Portland.	1886	100	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	100
Bald Eagle Valley:							Extension, or 2d Mortgage.....	3,500,000	7	"	"	1890	100
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	100	First Income bonds.....	1,000,000	10	"	"	1890	100
2d Mortgage.....	300,000	7	"	"	1884	100	2d Income, or double track b'ds	1,000,000	6	"	"	1890	100
Baltimore and Ohio:							Camden and Amboy:						
Loan of 1880-80.....	579,500	6	Jan. & July.	Baltimore.	1880	105	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	101 1/2
Loan of 1885-80.....	1,710,000	6	Apr. & Oct.	"	1885	107 1/2	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	99 1/2
Loan of 1885-80 (Balt.) skg. fund.	3,352,247	6	Jan. & July.	"	1890	100	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1880	105 1/2
Loan of 1870-86 (skg. fund).....	3,525,456	6	March & Sept.	London.	1895	100	Sterling Loan, S. F. (\$282,000).....	1,285,000	6	Feb. & Aug.	London.	1890	100
Loan of 1872-1902 (skg. S. F.)	9,374,112	6	"	"	1902	100	Camden and Atlantic:						
Loan of 1874-1910 (skg. S. F.)	9,680,000	6	May & Nov.	"	1910	100	1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1893	105
3d Mort. (N. W. Va. R.R.) ass'n	140,000	6	Jan. & July.	Baltimore.	1886	100	2d Mortgage.....	500,000	7	Apr. & Oct.	"	1878	103 1/2
Baltimore and Potomac:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	98
1st Mort. (Tunnel) gold guar.....	1,500,000	6	Jan. & July.	Baltimore.	1911	100	Canada Southern:						
1st Mortgage (B. R.) gold guar.....	3,000,000	6	Apr. & Oct.	"	1911	100	1st Mort. (skg. fd) d for \$9,000,000	9,000,000	7	Jan. & July.	New York.	1900	92
Bangor and Piscataquis:							Cape Girardeau and State Line:						
1st Mortgage (Bangor loan).....	600,000	6	Apr. & Oct.	Boston.	1890	100	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	"	1891	100
1st Mort. (Bangor loan) extension	120,000	7	"	"	1901	100	Cape May and Millville:						
Bay City and East Saginaw:							2d Mort. guar. by W. Jersey R.R.	400,000	7	Apr. & Oct.	Camden.	1891	95
1st Mort. guar. by F. & P. Mq. Co.	100,000	10	Jan. & July.	Detroit.	1886	100	Carbondale and Shawneetown:						
Bedford and Bridgeport:							1st Mortgage.....	200,000	7	Jan. & July.	"	1902	100
1st Mortgage.....	1,000,000	7	Apr. & Oct.	Philadelphia.	1892	100	Carolina Central:						
Belfast and Moosehead Lake:							1st Mortgage (old).....	3,000,000	6	Jan. & July.	New York.	1922	75
1st Mortgage (gold).....	150,000	8	May & Nov.	Portland.	1890	100	2d Mortgage - Income Bonds.....	3,000,000	7	Apr. & Oct.	"	1914	100
Belleville and Snow Shoe:							Carthage and Burlington:						
1st Mortgage.....	92,000	8	"	Philadelphia.	1883	100	1st Mort., guar. by C., B. and Q.	472,500	8	May & Nov.	New York.	1879	100 1/2
Belleville and Indiana:							Catawissa:						
1st Mort., ass'd by C. O. C. & I.	483,000	7	Jan. & July.	New York.	1899	100	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	100
Belleville and Southern Illinois:							1st Mortgage (new).....	1,300,000	7	"	"	1900	94 1/2
1st Mort., guar. by S. L. A. & T. H.	1,100,000	8	Apr. & Oct.	New York.	1890	96	Chattell Mortgage.....	209,550	6	May and Nov.	"	1890	100
Beloit and Madison (C. & N.W.):							Cayuga Lake:						
1st Mortgage (guaranteed).....	234,000	7	Jan. & July.	New York.	1883	100	1st Mortgage.....	800,000	7	June and Dec.	New York.	1901	75
Belvidere Delaware:							Cazenovia and Canastota:						
1st Mortgage (guar. by U. & C.)	1,000,000	8	June & Dec.	New York.	1877	95	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	



## AMERICAN RAILROAD BOND LIST

An Asterisk (\*) affixed to rate of interest signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.
Cedar Rapids & Mo. Riv. (C. & N.W.)	700,000	7	Feb. & Aug.	New York	1891	....	Chicago, Iowa and Nebraska:	588,240	7	Jan. & July.	Boston	1889	....
1st Mortgage, 1st Div. \$10,000 p.m.	582,000	7	"	"	1894	....	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York	1892	....
1st Mortgage 2d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	"	1916	93	Chicago and Milwaukee Railway:	1,700,000	7	Jan. & July.	New York	1898	105
Central Branch Union Pacific:	1,000,000	6	May & Nov.	New York	1896	....	1st Mort. guar. by C. and N.W.	477,000	8	March & Sept.	Boston	1889	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	Jan. & July.	"	1896	....	1st Mortgage.	2,500,000	8	Jan. & July.	"	1890	....
2d Mortgage Government's aid.	1,600,000	6	"	"	1896	....	1st Mortgage.	1,350,000	8	May & Nov.	"	1891	....
Central of Georgia:	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage (on Branch).	1,825,000	8	March & Sept.	"	1892	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah	1880	....	Chicago, Milwaukee and St. Paul:	5,748,000	7	Jan. & July.	New York	1893	....
Central of Iowa:	3,700,000	7	Jan. & July.	New York	1899	....	1st Mort. (Mil. and St. Paul Ry)	1,191,000	7	April & Oct.	"	1894	90
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....	2d Mort. ("	2,500,000	7	Jan. & July.	"	1892	92
Central of L. I. (Flushing, N.C. & C.)	1,275,000	7	May & Nov.	New York	1889	....	1st Mort. (Chic. and Mil. Div.)	781,500	8	May & Nov.	"	1874	....
1st Mortgage.	4,770,000	7	May & Nov.	New York	1902	117	1st Mort. (East. Div. Palmer)	3,810,000	7	Jan. & July.	"	1897	864
Convertible bonds of 1872.	5,000,000	7	Feb. & Aug.	"	1890	1154	1st Mort. (Iowa and Minn. Div.)	190,000	7	"	"	1894	....
Newark Branch Bonds.	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Minnesota Central)	4,000,000	7	"	"	1902	81
Loan of Loh. C. & Nav. Co. (ass'd)	2,310,000	6	"	Philadelphia	1897	....	1st Mort. (St. Paul Division)	1,009,000	7	"	"	1899	83
Consol. Mort. for \$25,000,000.	6,063,900	7	"	New York	1899	109	1st Mort. (Iowa and Dak. Div.)	3,674,000	8	Feb. & Aug.	"	1896	1154
Central Ohio (B. and O.):	2,500,000	8	March & Sept.	Baltimore	1890	100	2d Mort. ("	1,316,000	7	"	"	1898	98
1st Mortgage guaranteed.	25,781,000	6	Jan. & July.	New York	1895	104	1st Mort. (East. and Dak. Div.)	1,350,000	7	Jan. & July.	"	1892	29
Central Pacific of California:	1,483,000	7	"	"	1886	106	1st Mort. (Mil. and Western)	224,000	7	Jan. & July.	"	1891	....
1st Mort. 30 years bonds, (gold).	1,500,000	7	"	Sacramento	1884	112	Real Estate Purchase.	245,000	10	June & Dec.	"	1883	....
Convertible 20 years bonds, gold	1,500,000	7	"	"	1884	112	Equipment and Bridge Bonds.	1,089,000	7	Jan. & July.	"	1904	81
State Aid B'ds (Int. by State) gold	25,885,000	6	"	U.S. Treasury	1895	109	Consol. Mort. for \$35,000,000.	1,288,700	7	Feb. & Aug.	New York	1885	108
2d Mort. (Government's Subsidy)	2,730,000	6	"	New York	1899	97	Preferred sinking fund (183 m.)	3,578,000	7	"	"	1885	105
1st Mort. (Western Pacific) gold	7,291,000	6	"	"	1888	91	General 1st Mortgage (183 m.)	740,300	7	May & Nov.	"	1883	102
1st Mort. (Calif. & Oregon) gold	500,000	8	"	"	1890	...	Funded coupons (183 m.)	146,000	7	Feb. & Aug.	"	1885	90
1st Mort. (S. Fr. Okla. & Ala.)	6,030,000	6	April & Oct.	"	1900	93	Appleton Ext. (23 m. & 76,000 a.)	265,000	7	"	"	1885	90
1st Mort. (San Joaquin V.D.) gold	9,049,000	6	"	"	1900	96	Green Bay Ext. (28 m. & 76,000 a.)	1,222,000	6	Jan. & July.	"	1878	...
Land bonds (Gen. Pac. Co.) gold	3,000,000	7	May & Nov.	Boston	1886	10	Elgin and State Line.	186,000	7	"	"	1884	...
Central Vermont:	1,500,000	7	June & Dec.	"	1891	4	Mississippi River Bridge.	328,000	7	March & Sept.	"	1898	101
1st Mort. Consol. (Vt. Central).	500,000	7	Jan. & July.	"	1887	45	1st Mortgage (Peninsula).	4,277,000	7	F. M. A. & N.	"	1915	102
2d Mort. Consol. ("	1,008,600	8	May & Nov.	"	1902	60	General Consol. Gold Bonds.	9,758,000	7	June & Dec.	"	1902	874
1st Mort. (Stan. Sheff. and Ch.)	1,000,000	8	"	"	1879	58	1st Mort. S. F. (Madison Ext.)	3,160,000	7	April & Oct.	"	1911	...
Income and Extension Bonds.	1,000,000	8	"	"	1880	58	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	...
Equipment Mort. (Vt. Central).	1,000,000	8	Jan. & July.	"	1891	39	2d Mort. (Mil. & Chi. R. Ry) guar.	2,000	7	"	"	1898	...
Equipment Mort. ("	1,000,000	7	"	"	1891	39	1st Mort. (Chic. & Mil. R. W.) guar.	1,700,000	7	Jan. & July.	"	1898	109
Bonds, guar. (Vt. and Canada)	500,000	7	"	"	1891	39	1st Mort. (Bel. & Mad. R.R.) guar.	284,000	7	"	"	1888	...
Missisquoi R.R. ("	3,000,000	6	March & Sept.	"	1904	...	Chicago, Portage and Superior:	25,000 p.m.	7	June & Dec.	New York	1902	...
Cent. Vt. (Vt. & Can. Mort.) b'ds	505,000	6	March & Sept.	Charleston	1877	...	1st M. & L. (Ch. & N. Pac. Air-L.)	2,304,000	7	Jan. & July.	Boston	1903	...
Charleston and Savannah:	167,400	7	"	"	1889	...	1st Mortgage \$26,000 p. m. gold.	700,000	8	Feb. & Aug.	New York	1901	...
1st Mortgage guar. by State.	2,000,000	7	Jan. & July.	New York	1895	...	Chl. Pekin & Southwtrn (C.B. & Q.)	9,000,000	7	Jan. & July.	New York	1896	100
Funded interest on 1st Mort.	500,000	7	April & Oct.	Philadelphia	1901	...	Chl. & Southwtrn (C. R. I. & Pac.)	5,000,000	7	May & Nov.	New York	1889	...
Charlotte, Columbia & Augusta:	141,000	8	April & Oct.	Charleston	1888	...	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	...
1st Mortgage.	75,000	7	Jan. & July.	"	1888	...	Chicago, Wisconsin & Canada:	...	...	...	...	...	...
Chattanooga:	300,000	7	June & Dec.	New York	1890	...	1st Mort. gold, tax free, guar.	...	...	...	...	...	...
1st Mort. con. guar. by A. & S. Co.	15,000,000	6	May & Nov.	New York	1890	83	1st Mortgage gold (Chicago & N. W. Ry)	...	...	...	...	...	...
Chesapeake and Ohio:	4,758,000	7	Jan. & July.	"	1902	...	1st Mort. gold, s.kg. fd. for \$10,000	...	...	...	...	...	...
1st Mort. Extension (con. or reg)	100,000	6	"	"	1890	...	Chicago and Superior:	...	...	...	...	...	...
1st Mort. (Va. Cen. guar. by Va.)	918,000	6	"	"	1894	...	1st Mortgage (Mad. & Portage) d.	600,000	7	April & Oct.	New York	1900	...
2d Mort. (" coupon.	300,000	8	"	"	1876	...	1st Mortgage (gold) for \$5,000,000	...	...	...	...	...	...
Income (" coupon.	190,500	8	"	"	1877	...	Chillicothe and Brunswick:	...	...	...	...	...	...
Funded interest, coupon.	773,800	6	Jan. & July.	Boston	1877	90	1st Mort. guar. by S. L. E. C. & N.	500,000	8	Jan. & July.	New York	1894	...
Chesapeake:	125,000	6	Jan. & July.	Philadelphia	1903	...	Cincinnati, and Baltimore:	322,000	7	Jan. & July.	Baltimore	1900	994
Coupon bonds (no Mort.)	900,000	7	May & Nov.	New York	1901	...	1st Mort. guar. by B. & O. & M. & C.	1,250,000	7	May & Nov.	New York	1880	...
Chesapeake (Phil. & Balt. Cent.)	600,000	7	Jan. & July.	"	1890	...	Cincinnati, Hamilton and Dayton:	800,000	7	Jan. & July.	"	1895	...
1st Mort. guar. by P. W. & B.	77,000	7	May & Nov.	New York	1877	100	1st Mortgage of 1863.	500,000	8	June & Dec.	"	1877	...
Chesapeake and Tamarac:	2,583,000	7	Jan. & July.	"	1898	112	3d Mortgage of 1867.	1,846,000	7	Jan. and July.	New York	1903	...
1st Mortgage.	1,087,000	7	April & Oct.	"	1888	108	Cincinnati, Ham. & Ind. (C. H. & D.)	471,000	7	June & Dec.	"	1914	...
Chicago and Alton:	2,919,000	6	Jan. & July.	London	1903	...	1st Mort. guar. for \$2,500,000.	400,000	7	Feb. & Aug.	New York	1908	...
1st Mortgage, pref. sinking fund.	564,000	7	April & Oct.	New York	1894	100	Cincinnati and Martinsville:	1,500,000	7	Jan. and July.	New York	1901	...
2d Mortgage Income.	188,000	7	Jan. & July.	"	1898	...	1st Mortgage.	...	...	...	...	...	...
Consol. Bonds (\$2000 stg. each).	4,300,000	7	Feb. & Aug.	"	1900	97	Cincinnati, Richmond & Chicago:	...	...	...	...	...	...
1st Mort. (St. L. & C.) assumed	654,000	8	Jan. & July.	New York	1883	118	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York	1896	...
2d Mort. ("	808,500	8	May & Nov.	"	1879	104	2d Mortgage.	65,000	7	"	"	1889	...
1st Mort. (Louisiana and Mo.)	753,000	8	Jan. & July.	"	1889	101	One, Rich. & Ft. Wayne (G.R. & L.)	1,800,000	7	June & Dec.	New York	1921	...
Chicago, Burlington and Quincy:	835,000	8	April & Oct.	Boston	1890	104	Cincinnati, Sandusky and Clev.	1,072,300	7	June & Dec.	New York	1890	704
Trust Mortgage s.kg fund.	864,500	8	"	"	1879	107	1st Mort. (San. Day. & Cin. S.F.)	988,000	6	Feb. & Aug.	Boston	1900	...
Trust Mortgage, s.kg fund con.	1,131,000	8	Jan. & July.	N.Y. & Bos.	1900	...	1st Mort. (San. City and Ind.)	850,000	7	March & Sept.	"	1877	80
Trust Mortgage (Burl. to Peoria)	571,000	8	"	"	1878	...	1st Mort. (Col. Spring. & Cine.)	1,000,000	7	"	New York	1901	...
Loan of 1872.	758,000	8	"	N.Y. & Bos.	1890	105	Cincinnati and Springfield:	...	...	...	...	...	...
Bonds of 1876, Sinking Fund.	841,000	8	"	Frankfort	1890	...	1st Mort. (guar. by C. C. & I.)	2,000,000	7	April & Oct.	New York	1901	...
Consol. Mortgage for \$30,000,000.	654,000	8	May & Nov.	"	1879	104	2d Mortgage.	688,255	7	Jan. and July.	"	1902	...
1st Mort. (Am. Cen. R.R.) guar.	808,500	8	Jan. & July.	"	1889	101	Cincinnati, Wabash and Mich.	...	...	...	...	...	...
1st Mort. (Car. and Burl.) guar.	753,000	8	April & Oct.	Boston	1890	104	1st Mortgage for \$16,000 p. m.	2,000,000	7	Jan. and July.	New York	1891	...
1st Mort. (Dix. Peo. & Han.) guar.	835,000	8	"	"	1879	107	Clev. Col. Cin. & Indianapolis:	3,000,000	7	May & Nov.	New York	1894	107
1st Mort. (Ill. Gr. Trunk) guar.	864,500	8	Jan. & July.	N.Y. & Bos.	1900	...	1st Mort. (C. C. and C. R. R.)	248,000	7	June & Dec.	"	1890	...
1st Mort. (Keok. & St. Paul) guar.	1,131,000	8	"	"	1878	...	1st Mort. (Bell. and Ind. R.R.)	448,080	7	Jan. and July.	"	1894	...
1st Mort. (O. O. & Fox Rv.) guar.	571,000	8											



## AMERICAN RAILROAD BOND LIST.

\* Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	600,000	7	Jan. and July.	New York.	1913	101	1st Mort. (\$424,000 guar.)	2,300,000	8	May and Nov.	New York.	1902	94
4th (now 3d) Mortgage guar.	1,096,000	8	"	"	1892	101	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1906	108	1st Mortgage for \$22,000 p.m.	1,326,000	8	Jan. & July.	New York.	1891	100
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Registered bonds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	106	1st Mort. \$16,000 p.m. guar.	1,170,000	8	June & Dec.	New York.	1890	100
3d Mortgage	1,000,000	7	April & Oct.	"	1892	101	2d Mortgage (coupon) guar.	300,000	8	Jan. & July.	"	1881	100
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., a.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	107	1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	100
2d Mortgage	960,000	7	April & Oct.	"	1886	102	1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	100
Colebrookdale:							2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	94
1st Mort. guar. by Ph. and Rdg.	684,700	6	June & Dec.	Philadelphia.	1898	100	1st Mort. (Lansing and Lansing)	770,000	8	Jan. & July.	New York.	1884	100
Colorado Central (3 ft. gauge):							2d Mort.	81,000	8	May & Nov.	"	1880	100
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	100	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (D. & M.R.R.)	2,500,000	7	May & Nov.	New York.	1875	100
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	105	2d Mortgage	1,000,000	8	"	"	1875	100
2d Mortgage skg fund.	6,582,400	7	Feb. & Aug.	"	1909	115	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	100
Income convertible	3,895,000	7	"	"	1890	100	2d Funded Coup.	375,784	7	May & Nov.	"	1875	100
1st Mort. (Chic. and St. Eastern)	441,000	7	April & Oct.	"	1906-06	98	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1875	100
2d Mort.	344,400	7	Jan. & July.	"	1890	100	2d Mort.	100,000	7	Jan. & July.	"	1875	100
1st Mort. (Cln. and Chl. Air-L.)	194,100	7	Feb. & Aug.	"	1890	100	3d Mort.	250,000	8	Feb. & Aug.	"	1884	100
1st Mort. (Col. and Ind. Cent.)	2,832,000	7	Jan. & July.	"	1904	100	Bonds of Sept. 1, 1886	110,000	7	March & Sept.	"	1886	100
2d Mort.	821,000	10	May & Nov.	"	1904	100	Bonds of June 30, 1886	1,702,317	6 1/2	Jan. & July.	"	1886	100
1st Mort. (Col. & Ind.) 1st & 2d pref.	609,500	7	Jan. & July.	"	1883	100	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mortgage (Ind. Central)	666,000	7	"	"	1882	100	1st Mortgage Aug. 1, 1885	924,000	7	Feb. & Aug.	New York.	1876	102
1st Mort. (Tol. Logansport & Bur.)	654,500	7	Feb. & Aug.	"	1884	100	Dixon, Peoria and Hannibal:						
Income	74,024	7	"	"	1905	100	1st Mort. guar. by C., B. and Q.	753,000	8	Jan. & July.	New York.	1880	101
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	100	Dubuque and Sioux City:						
Columbus, Springfield and Cin.:							1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1883	100
1st Mort. (assumed by Cln., S. & O.)	1,000,000	7	March & Sept.	New York.	1901	100	Dubuque Southwestern:						
Columbus and Hooking Valley:							1st Mortgage	450,000	7	April & Oct.	New York.	1883	100
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	100	1st Mortgage, preferred	78,500	7	Jan. & July.	"	1883	100
1st Mort. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1886	100	Dunkirk, Allegheny Val. & Pittsb.:						
General Mortgage	634,000	7	"	"	1892	100	1st Mortgage (gold)	1,200,000	7	June & Dec.	New York.	1900	100
Columbus and Xenia:							Dutchess and Columbia:						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	100	1st Mortgage Jan. 1, 1888	1,500,000	7	Jan. & July.	New York.	1905	100
Connecticut and Passumpsic Riv.:							East Alabama and Cincinnati:						
New Mortgage for \$1,500,000	370,500	7	April & Oct.	Boston.	1893	95	1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	"	1890	100
1st Mortgage sinking fund	289,500	6	June & Dec.	"	1876	100	East Brandywine & Waynesboro:						
Coupon Notes	607,500	7	"	"	1876-81	97 1/2	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	100
1st Mort. (Massachusetts) guar. gold	400,000	8	Jan. & July.	"	1876	90	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1886	106
1st Mortgage skg fund	250,000	8	March & Sept.	Boston.	1878	100	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	84
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	100	2d Mortgage	190,000	4	"	"	1892-97	100
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1896	100
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bos.	1900	100	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	100
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1870-84	100
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,234	94	Company Bonds ("new")	126,400	6	"	"	1875	100
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	100	1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	100
Cornwall and Valley:							Loan of 1865-85	160,000	6	April & Oct.	"	1885	100
1st Mortgage, gold	95,000	7	Jan. & July.	New York.	1902	100	Loan of 1867-87	999,000	7	March & Sept.	"	1887	100
2d Mortgage	160,000	7	May & Nov.	"	1882	100	Loan of 1868-88	1,000,000	6	March & Sept.	"	1889	100
Cumberland & Penn. (Consol. Coal):							Loan of 1869-89	600,000	6	May & Nov.	"	1889	100
1st Mortgage	803,500	6	March & Sept.	New York.	1891	100	Loan of 1872-82	1,558,000	7	various	"	1892	95
2d Mortgage sinking fund	648,000	6	May & Nov.	"	1888	100	Loan of 1873-83	878,000	6	March & Sept.	"	1893	100
Cumberland Valley:							Sinking Fund Bonds	2,300,000	7	May & Nov.	"	1884	87
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	100	Stirling Sink. Fd. Bonds	3,000,000	6	March & Sept.	London.	1899	100
2d Mortgage	108,500	8	"	"	1908	100	Eastern Shore (Md.):						
Plain bonds	81,500	8	"	"	1884	100	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	100
Danbury and Norwalk:							2d Mortgage	200,000	6	April & Oct.	"	1885	100
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	100	Elizabethtown and Paducah:						
Mortgage Bonds of 1870-72	400,000	7	"	"	1890-92	100	1st Mortgage convertible	3,000,000	8	March & Sept.	New York.	1890	100
Danv., Hazleton & Wilkesbarre:							Elmira and Williamsport (N. Cen.):						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	103 1/2
2d Mortgage	300,000	7	"	"	1885	100	Income Mortgage guaranteed	670,000	6	April & Oct.	"	1880	65
Danv., Urb., Bloomington & Pekin:							Erie Railway:						
1st Mortgage	2,000,000	7	April & Oct.	New York.	1902	100	1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	104 1/2
Davenport and St. Paul:							2d Mortgage	2,174,000	7	March & Sept.	"	1897	103 1/2
1st Mort. gold skg fund \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	100	3d Mortgage	4,852,000	7	"	"	1893	98
Dayton and Michigan (C.H. & D.):							4th Mortgage convertible	2,947,000	7	April & Oct.	"	1890	98
1st Mortgage sinking fund guar.	1,335,000	7	Jan. & July.	New York.	1881	100	5th Mortgage convertible	709,500	7	June and Dec.	"	1885	94
2d Mortgage, guar.	441,000	7	March & Sept.	"	1884	100	Buffalo Branch 1st mortgage	182,500	7	Jan. & July.	"	1891	100
3d Mortgage, guar.	248,000	7	April & Oct.	"	1883	100	Stirling loan (\$1,000,000) conv.	4,590,000	6	March & Sept.	London.	1875	100
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	1886-84	100	1st Consol. Mort. for \$30,000,000	12,076,000	7	"	N.Y. & London.	1920	100
Dayton and Union:							2d Consol. Mort. for \$40,000,000	14,400,000	7	June and Dec.	London.	1884	100
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	100	Convertible bonds	10,000,000	7	J. A. T. and O.	London.	1903	100
2d Mortgage	135,000	7	June & Dec.	"	1879	100	Erie and Pittsburg (Penn.):						
Income Bonds	282,445	6	"	"	1879	100	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	100
Dayton and Western (L. M. R.R.):							2d Mortgage	92,800	7	April & Oct.	"	1890	100
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	100	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1895	100
1st Mortgage (7 ft. 6 in.)	495,000	6 1/2	Jan. & July.	"	1903	100	Equipment Mortgage	750,000	7	April & Oct.	"	1890	100
Decatur, Sullivan and Mattoon:							European & N. American (Me.):						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	100	Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N.Y. & Lond.	1894	100
Delaware (P. W. and Balt.):							1st L.M. & 1st on 59, & 2d on 55m)	2,000,000	6	March & Sept.	"		



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,800,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	418,000	7*	April & Oct.	Philadelphia	1890	106 1/2
Flushing, North Side and Central:							2d Mortgage.....	287,500	7	Feb. & Aug.	"	1875	104 1/2
1st Mort. (Flush. & N. Side.)	1,325,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,375,800	7	April & Oct.	"	1895	58
1st Mort. (Central of L. I.).....	1,275,000	7	"	"	1889	....	<b>Illinois Central:</b>						
1st Mort. (Cent. R. R. Exten.)....	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Merling Bonds, Sinking Fund....	4,792,000	5*	"	"	1903	....
<b>Fonds, Johnston &amp; Gloversville:</b>							<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	933,000	8	April & Oct.	Boston.	1890	106 1/2
<b>Fort Wayne, Jackson &amp; Baginaw:</b>							<b>Indiana and Illinois Central:</b>						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	<b>Indiana North and South:</b>						
<b>Fort Wayne, Muncie &amp; Cin.:</b>							1st Mort. (N. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	<b>Indianapolis, Blooming. &amp; West:</b>						
2d Mortgage.....	500,000	8	"	"	1898	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	27 1/2
<b>Frammingham and Lowell:</b>							1st Mortgage Extension gold....	2,910,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	2d Mortgage.....	1,500,000	8	"	"	1890	13
2d Mortgage.....	150,000	8	"	"	1883	87 1/2	<b>Indianapolis and Madison:</b>						
<b>Frederick and Pennsylvania Line:</b>							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	<b>Indianapolis &amp; Vincennes:</b>						
<b>Fremont, Elkhorn &amp; Mo. (S. &amp; P.):</b>							1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	76 1/2
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
<b>Galena &amp; Chic. Union (C. &amp; N. W.):</b>							<b>International and Gt. Northern:</b>						
1st Mortgage.....	1,692,500	7	Feb. & Aug.	New York.	1882	107 1/2	1st Mortgage a. f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	63 1/2
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102 1/2	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
<b>Galv., Harrisburg &amp; San Antonio:</b>							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	60 1/2
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indianapolis, Cin. and Lafayette:</b>						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	88	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
<b>Geneva, Ithaca and Athens:</b>							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, s. g. f. d., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	1878-83	....
<b>Georgia (and Banking):</b>							Equipment Bonds, registered....	375,000	10	"	"	1883	86 1/2
Company bonds (debentures)....	584,500	7	Jan. & July.	Augusta	75-90	....	1st Mort. (Ind'polis & Cin.) 1858	1,600,000	7	April & Oct.	"	1888	....
<b>Utman, Clinton &amp; Springfield:</b>							1st Mort. (Cin. & Indiana).....	492,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. ( " ) guar.....	1,497,000	7	Jan. & July.	"	1892	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	<b>Indianapolis and St. Louis:</b>						
<b>Goshen and Deckertown (Erie):</b>							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	245,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
<b>Grand Rapids &amp; Indiana:</b>							1st Mortgage.....	2,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	2d Mortgage.....	1,000,000	7	"	"	1900	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81 1/2
<b>Grand River Valley (Mich. C.):</b>							<b>Ionia and Lansing (D. L. &amp; L. M.):</b>						
1st Mort. assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1888	94 1/2	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
<b>Grand Trunk (C. A.):</b>							<b>Iowa Falls and Sioux City:</b>						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
Postal & Military B'ds \$1,500,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	81 1/2
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	<b>Ironton (Penna.):</b>						
2d Preference Bonds \$2,327,808	11,389,040	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	<b>Ithaca and Athens (Penn.):</b>						
Provincial Debenture \$3,111,500	15,567,500	....	"	Ottawa.	....	....	1st Mortgage gold, s. g. fund....	600,000	7*	Jan. & July.	New York.	1890	101 1/2
<b>Great Western of Canada:</b>							<b>Jackson, Lansing &amp; Baginaw (MO):</b>						
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	93 1/2
Mortgage Bonds \$547,000.....	2,735,000	5 1/2	April & Oct.	"	77-78	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	85 1/2
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	2d Mortgage guar.....	158,000	8	March & Sept.	"	1878	....
Debenture Bonds \$1,743,100....	8,715,800	5	Jan. & July.	"	Perp.	....	Consolidated Mortgage (236 m.)	1,998,000	8	"	"	1891	78 1/2
<b>Great Western Railway of 1858:</b>							<b>Jacksonville, North West &amp; S. East:</b>						
1st Mort., as'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	84	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	83 1/2	<b>Jacksonville, Pensac. and Mobile:</b>						
<b>Green Bay and Minnesota:</b>							1st Mortgage.....	472,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	2d Mortgage.....	3,000,000	8	"	"	1890	....
<b>Greenville and Columbia:</b>							<b>Jameson &amp; Frank (L. S. &amp; M. So.):</b>						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	81-86	....	1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not guaranteed....	376,766	7	"	"	81-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
<b>Greenville and Johnsonville:</b>							<b>Jefferson (Erie):</b>						
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	90 1/2
<b>Gulf Western Texas and Pacific:</b>							2d Mort. ( " ) " " " " " "	84,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,388,000	7*	Jan. & July.	"	1902	....	1st Mort. (Carbendale Section)....	2,000,000	7	"	"	1889	....
<b>Hannibal and Naples (T. W. &amp; W.):</b>							<b>Jeffersonville, Madison &amp; Indian:</b>						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	29	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	75 1/2	<b>Jersey City and Albany:</b>						
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
<b>Hannibal and St. Joseph:</b>							1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	101	<b>Joliet and Chicago (C. &amp; Alton):</b>						
Missouri State Loan.....	1,500,000	6	"	"	87-88	100	1st Mortgage s. g. fund guar....	338,000	8	Jan. & July.	New York.	1882	108
Fifteen years' bonds (277 m.)....	2,798,000	8	March & Sept.	"	1885	82 1/2	<b>Junction, Philadelphia:</b>						
1st Mort. (Q. & Palm R.R. 15 m.)	800,000	8	Feb. & Aug.	"	1892	....	1st Mortgage, guaranteed.....	500,000	8	Jan. & July.	Philadelphia.	1882	100 1/2
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	92 1/2	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	100 1/2
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	100	<b>Junction and Breakwater:</b>						
<b>Harlem Extension:</b>							1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Cohn."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Kansas Pacific:</b>							<b>Louisville, Cincin. and Lexington:</b>						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold	4,065,000	6*	June & Dec.	"	1895	....	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N.Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres) gold....	187,000	7*	March & Sept.	N.Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N.Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf.)	39,000	6	"	"	73-78	....
2d Mort. ( " ) gold.....	1,500,000	7*	March & Sept.	"	1885	....	1st Mort. (Louis., Cln. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N.Y. & St. Lo.	1891	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)....	6,305,000	6	Jan. & July.	U.S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N.Y. L. & F.	1916	....	1st Mortgage (main line 135 m.)	170,000	7	Jan. & July.	New York.	1876	....
<b>Kent County (Del.)</b>							1st Mortgage (Memph Br. 43.37m.)	47,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1889	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	90-95	....
<b>Kentucky Central:</b>							1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1893	36
<b>Keokuk and Des Moines:</b>							Louisville Loan.....	849,000	6	"	"	96-97	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1896	....
<b>Keokuk and St. Paul (C.B. &amp; Q.):</b>							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	107	1st Mortgage gold, \$25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
<b>La Crosse, Trempeleau &amp; Prescott:</b>							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
<b>Laf. Blooming &amp; Miss. (T.W. &amp; W.):</b>							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	62	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	....
<b>Laf. Muncie &amp; Bloom. (T.W. &amp; W.):</b>							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
<b>Lake Erie and Louisville:</b>							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1902	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	690,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
<b>Lake Ontario Shore:</b>							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort. guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	....
<b>Lake Shore &amp; Michigan South'n:</b>							<b>Maine Central:</b>						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	923,300	6	April & Oct.	Boston.	1912	95
Consol. Mort. S.F. Reg'd'd....	4,115,000	7	J. A. J. & O.	"	1900	103	\$1,110,000 Loan, tax free.....	756,900	6	Jan. & July.	"	1898	91
Consol. Mort. S.F. Coupon....	6,115,000	7	Jan. & July.	"	1900	102	Extension (gold) Loan.....	493,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	8,471,000	7	June & Dec.	"	1908	97	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bost.	1890	....
Bonds of 1832 (Reg. & Coupon)	3,529,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	90-91	96
Lake Shore Dividend Bonds....	1,442,000	7	"	"	1899	102	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1886	106	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	....
3d Mort. ( " ) " " " "	1,000,000	7	April & Oct.	"	1892	101	2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	6,256,000	7	May & Nov.	"	1885	106	1st Mort. (Leeds & Farn'gton)	633,000	6	Jan. & July.	"	1901	....
2d Mort. ( " ) " " " "	2,692,000	7	"	"	1877	101	Bath (Androscoggin) Loan....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	107	Mansfield & Framing. (B.C. & F.):						
2d Mort. ( " ) " " " "	849,000	7	April & Oct.	"	1886	102	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1899	05
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati:						
Mort. Bonds ( " ) " " " "	300,000	7	March & Sept.	"	1888	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds ( " ) " " " "	2,350,000	7	April & Oct.	"	1898	103	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	410
1st M. (Det't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	102	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1898	97
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	83	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	76
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hook. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	97	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	460,000	7	"	"	var	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. ( " ) " " " "	500,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon:						
<b>Lake Shore &amp; Tuscarawas Valley:</b>							1st Mortgage (Marq. & Ont.)....	1,780,300	8	Jan. & Dec.	New York.	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage, for \$1,000,000....	696,000	7	"	"	1892	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-93	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	<b>Massachusetts Valley (C. &amp; P. R.):</b>						
<b>Lake Superior &amp; Mississippi:</b>							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	43	Maryland and Delaware:						
2d Mort. skg fund gold tax free and conv.	8,200,000	7*	April & Oct.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1886	20
Income Bonds.....	3,200,000	10	"	"	1902	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
<b>Lawrence (P. Ft. W. &amp; Chl.):</b>							Massillon & Clev. (C.M. V. & D.)						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
<b>Leavenworth, Atch. &amp; N. West'n:</b>							Maysville and Lexington:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1896	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
<b>Leaven. Lawrence &amp; Galveston:</b>							Memphis and Charleston:						
1st Mort. skg fund conv. gold....	5,000,000	10	Jan. & July.	N.Y. & Bost.	1899	17	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1889	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1884	....
1st Mort. (Southern Kan.) guar.	100,000	8	June & Dec.	"	1891	....	Tennessee State Loan.....	1,314,142	6	"	"	1890	....
<b>Lehigh and Lackawanna:</b>							Income Bonds.....	600,000	10	March & Sept.	"	73-78	....
1st Mortgage tax free.....	800,000	7	Feb. & Aug.	Philadelphia.	1897	....	<b>Memphis and Little Rock:</b>						
<b>Lehigh Valley:</b>							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	104	2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage ( " ) reg....	5,000,000	6	"	"	1898	105	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$5,000,000....	4,000,000	7	March & Sept.	"	1910	111	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	97	Michigan Central:						
General Mort., registered.....	5,000,000	6*	"	"	1922	99	1st Mortgage, convertible.....	555,000	8	April & Oct.	Boston.	1882	....
<b>Lewisb. Centre &amp; Spruce C. (Pa. E.):</b>							1st Mortgage sinking fund conv.	1,517,000	8	"	"	1882	118
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	102
<b>Lexington &amp; St. Louis (A. &amp; P.):</b>							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. &gt			



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack. & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1888	....
1st Mortgage gold, guaranteed..	20,000 pm	7*	Jan. & July.	Detroit.	1890	....	1st Mortgage	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							Consol. Mort. for \$3,000,000	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	'74-'84	....	New Orleans, Mobile and Texas:	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
Mississippi Cent. (N.O. St. L. & Chl.)	2,000,000	8	Feb. & Aug.	"	1896	....	1st Mort. (Mobile to N. Orleans)	7,250,000	8	"	"	1915	....
1st Mortgage	3,708,500	7*	May & Nov.	"	1912	....	1st Mort. (N. Orleans to Texas)	2,825,000	8	"	"	1915	....
2d Mortgage							2d Mort. endorsed by Louisiana.						
General Mort. for \$8,000,000 gold	2,040,000	7*	Jan. & July.	.....	1900	....	New York, Boston and Montreal:						
Mississippi, Ouachita & Red Riv.							1st Mortgage for \$12,250,000	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
1st Mortgage gold	680,000	7	April & Oct.	Memphis.	1876	....	New York & Canada (D. & H.C.)	4,000,000	6*	May & Nov.	London.	1904	....
Mississippi and Tennessee:	1,254,000	8	Jan. & July.	"	'81-'93	....	1st Mort. for \$800,000, guar.						
1st Mortgage	430,547	6	.....	"	.....	....	New York Central & Hudson R.						
Consolidated Mortgage							Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	102
Tennessee State Loan	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for debts assum'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	"	1876	103
Mississippi Valley and Western:							Bonds for B. & N. F. stg ( " )	74,500	6	May & Nov.	"	1883	....
1st Mortgage \$20,000 p. m.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for R. R. Stocks ( " )	592,000	6	"	"	1883	100
Missouri, Iowa and Nebraska:							Bonds for Real Estate ( " )	162,000	6	"	"	1883	100
1st Mortgage gold, sinking fund.	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1884 renewed ( " )	2,431,000	6	June & Dec.	"	1887	101
Missouri, Kansas and Texas:	362,000	7*	June & Dec.	"	1903	....	2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1886	113
1st Mort. (U. Pac. S. Br.) skg fund	10,418,000	1*	Feb. & Aug.	"	1904	....	Bonds of 1871, tax free.	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (Tubo & Neosho) S. F.	2,500,000	7	"	"	1905	....	1st Mort., coup. } for \$30,000,000	3,904,000	7	Jan. & July.	"	1903	122
Consol. Land Grant, skg fd gold	600,000	7	"	"	1906	....	1st Mort., reg'd }	9,733,333	6*	"	"	1903	120
Additional Consol. Mort.							1st Mort. Sterling for £2,000,000						....
Further Add. Consol. Mort.							New York and Harlem:						
Missouri River, Ft. Scott & Gulf:							Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	54 1/2	Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	Consol. Mort. of 1872, coupon.	6,822,000	7	May & Nov.	"	1900	115 1/2
Mobile and Girard.							Consol. Mort. of 1872, reg. ...						116 1/2
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....	N. York, Housatonic & Northern:						
2d Mortgage	300,000	8	"	New York.	1889	....	1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
Plain bonds	35,500	8	"	Savannah.	1887	....	New York, Kingston & Syracuse:						
Mobile and Montgomery:							1st Mort. for \$4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
1st Mort. endor. by State of Ala.	2,434,000	6*	May & Nov.	New York.	1900	....	New York, N. Haven & Hartford:						
2d Mortgage	800,000	8	"	"	1900	....	1st Mort. (Harlem & Portchester)	1,000,000	7	.....	New York.	1903	....
Mobile and Ohio:							New York and Oswego Midland:						
1st Mortgage Sterling	5,686,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st Mortgage gold, tax free	5,000,000	7*	Jan. & July.	New York.	1894	....
Interest bonds	1,524,320	8	"	Mobile.	'76-'83	....	2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
Sinking Interest bonds	769,920	6*	"	London.	1883	....	2d Mortgage non-convertible	1,500,000	7	"	"	1896	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	2d Mort., equipment	3,800,000	7	.....	"	....	
Special Mort. (Gainesville Br'h)	55,000	8	May & Nov.	Mobile.	1877	....	1st Mort., (West. Extension)	2,425,000	7	.....	"	....	
2d Mortgage	1,433,558	8	March	"	1877	....	Consolidated Mortgage	1,200,000	7	.....	"	....	
Consol. Mort. for \$15,000,000							New York, Providence & Boston:						
Convertible 3 per cent. bonds	977,550	8	Jan. & July.	N.Y. & Lond.	1904	....	1st Mortgage	76,000	6	Feb. & Aug.	New York.	1878	....
Montclair (N. Y. & O. Mid.)							Improvement Bonds	100,000	7	Jan. & July.	"	1876	....
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....	Extension Bonds	250,000	6	May & Nov.	"	'78-'81	....
2d Mortgage	780,000	7	"	"	....	....	General Mort. for \$1,000,000	337,000	7	Jan. & July.	"	1899	....
Income Mortgage	888,400	7	"	"	....	....	Norfolk & Petersburg (A.M. & O.):						
Montgomery and Erie (Erie):							1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	127,000	7	May & Nov.	N.-w York.	1888	....	2d Mortgage	157,000	7	"	"	1877	....
2d Mortgage	47,000	7	April & Oct.	"	1887	....	North Carolina:						
Montgomery and Buffalo:							1st Mortgage	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
1st Mortgage, end. by Ala. gold.	1,040,000	6*	March & Sept.	New York.	1886	....	North Eastern (S. Car.):						
1st Mortgage not endorsed	330,000	8	June and Dec.	"	1900	....	1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
Monticello and Port Jervis:							2d Mortgage	226,600	8	"	"	1899	....
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....	North Missouri (St. L., K.C. & N.):						
Morris and Essex (D. L. & W.):							1st Mortgage	3,000,000	7	Jan. & July.	New York.	1896	86 1/2
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	116	North Pennsylvania:						
2d Mortgage guar.	8,000,000	7	Feb. & Aug.	"	1891	114 1/2	1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	166 1/2
Convertible bonds	384,000	7	Jan. & July.	"	1900	100 1/2	2d Mortgage	1,500,000	7	May & Nov.	"	1896	166 1/2
Construction bonds	675,000	7	Feb. and Aug.	"	1889	104	Chattel Mortgage	360,000	10	April & Oct.	"	1877	104 1/2
Gen'l M. (1st on Boonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	108	General Mortgage	436,500	7	Jan. & July.	"	1903	102
Special Mortgage	1,029,000	7	"	"	1915	106 1/2	North Shore (Flush., N.S. & Cent):						
Consol. mort. for \$25,000,000 guar.	3,000,000	7	June & Dec.	"	1915	106 1/2	1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Nashville, Chattanooga & St. Louis:							Northern Central:						
1st Mort., endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	'74-'83	82 1/2	1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mort. (Government Subsidy)	1,000,000	4	"	"	'81-'91	....	2d Mortgage S. F. Coupon	1,570,000	6	Jan. & July.	Baltimore.	1885	104
New Mortgage	6,800,000	7	"	"	1913	....	3d Mortgage Coupon	1,128,000	6	April & Oct.	Phila. & Balt.	1900	101
Nashville and Decatur (L. & Nash.):							3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	100
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....	Income conv. coupon	1,000,000	7	April & Oct.	Harriaburg.	1880	....
2d Mortgage	500,000	6*	April & Oct.	Nashville.	1887	....	Income coupon	3,000,000	7	Jan. & July.	"	1922	....
Naugatuck:							Consol. Mort. coupon	2,599,000	6*	"	Baltimore.	1900	99 1/2
1st Mortgage	102,000	7	Jan. & July.	Bridgeport.	1876	....	Consol. Mort. registered	205,000	6*	April & Oct.	"	1900	....
Newark & New York (C. of N.J.):							Consol. General Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	Northern New Jersey (Erie):						
Newark, Somerset & Stratsville:							1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
1st Mortgage gold	880,000	7*	May & Nov.	New York.	1889	99 1/2	Northern Pacific:						
New Bedford:							1st Mort. on R.R. & lands gold..	30,097,600	7 1/2	Jan. & July.	New York.	1900	13
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98 1/2	Northwestern Virginia:						
New Issue for \$360,000	400,000	7	"	"	1894	108 1/2	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100 1/2
New Haven and Derby:							1st Mortgage	3,500,000	7*	.....	New York.	....	....
1st Mortgage	525,000	7	Various.	New Haven.	98-'00	....	Norwich & Worcester (B.H. & E.):						
New H. Middle'n & Willman:							1st Mort. Mass. Loan, skg. fd..	400,000	6*	Jan. & July.	Boston.	1877	....
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....	Construction Bonds	150,000	7	"	"	1877	....
2d Mortgage	2,000,000	7	.....	"	1881	....	Nyack and Northern:						
New Haven and Northampton:							1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Ogdensburg and Lake Champlain:						
Convertible bonds, tax free	750,000	6	April & Oct.	"	'80-'82	....	Equipment Mortgage	370,000	8	Jan. & July.	Boston.	1878	93 1/2
Holyoke and Westfield &													



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt:						
Plain Bonds .....	1,000,000	6	March & Sept.	Boston.	1876	100 1/2	Mortgage Loan, convertible ....	802,000	6	Jan. & July.	Phila. & Bost.	1894	101 1/4
Plain Bonds .....	32,000	5	"	"	1884	99 1/2	Loan of 1886 .....	400,000	6	April & Oct.	"	1876	
Plain Bonds .....	1,450,000	7	Feb. & Aug.	"	1877	101 1/4	Loan of 1887 .....	1,000,000	6	"	"	1887	101 1/4
New Bonds for \$3,000,000 .....	1,892,000	7	March & Sept.	"	1894	109	Loan of 1872 .....	600,000	6	"	"	1892	
Cape Cod Railroad Bonds .....	265,500	7	Feb. and Aug.	"	1881	105 1/2	Pickering Valley (Phila. & Rdg.):						
Omaha and Northwestern:							1st Mortgage, guaranteed .....	331,800	7	April & Oct.	Philadelphia.	1900	
1st Mort. Land Grant, Gold .....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	Pittsburg, Cin. & St. Louis (Pa.):						
Omaha and Southwestern:							1st Mort. (Col. & Newark Div.) .....	775,000	7	Jan. & July.	Philadelphia.	1890	
1st Mortgage \$20,000 p. m. ....	1,034,000	8	June & Dec.	Boston.	1896	90	1st Mort. (Steub. & Ind.) conv. ....	3,000,000	6	Monthly.	New York.	1894	81
Orange, Alex. and Manassas—							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	79
See Wash. C., Va. Mid. & Gt. So.							Consolidated 2d Mortgage .....	6,000,000	7	April & Oct.	"	1913	
Oregon and California:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage gold .....	10,950,000	7*	April & Oct.	New York.	....	....	1st Mortgage (Series A) .....	875,000	7	Jan. & July.	New York.	1912	114 1/4
Osage Valley & Southern Kansas:							1st Mortgage (Series B) .....	875,000	7	Feb. & Aug.	"	1912	
1st Mortgage (5-20 years) .....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series C) .....	875,000	7	March & Sept.	"	1912	
Oshkosh & Miss. (C., M. & S. P.):							1st Mortgage (Series D) .....	875,000	7	April & Oct.	"	1912	
1st Mortgage .....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series E) .....	875,000	7	May & Nov.	"	1912	
Oswego and Rome (R. W. & O.):							1st Mortgage (Series F) .....	875,000	7	June & Dec.	"	1912	
1st Mortgage .....	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series G) .....	800,000	7	Jan. & July.	"	1912	107
Income Mortgage .....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series H) .....	800,000	7	Feb. & Aug.	"	1912	
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series I) .....	800,000	7	March & Sept.	"	1912	
1st Mortgage, guaranteed .....	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series K) .....	800,000	7	April & Oct.	"	1912	
Ottawa, Oswego & Fox River:							2d Mortgage (Series L) .....	800,000	7	May & Nov.	"	1912	
1st Mortgage guar. by C., B. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	106	2d Mortgage (Series M) .....	800,000	7	June & Dec.	"	1912	
Owensboro and Russellville.							3d Mortgage .....	2,000,000	7	April & Oct.	"	1912	101
1st Mortgage for \$1,500,000 .....	1,500,000	8	Feb. & Aug.	New York.	1892	....	Bridge (O. & P. R. R.) bonds .....	27,500	7	May & Nov.	Philadelphia.	1876	
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	
1st Mortgage gold .....	7,000,000	6*	Feb. & Aug.	New York.	1888	88 1/2	Equipment bonds .....	1,000,000	8	March & Sept.	"	1884	
2d Mortgage sinking fund .....	2,304,000	7	Jan. & July.	"	1891	68	Pittsburg, Va. and Charleston:						
Income Bonds .....	1,500,000	7	Mar. and Sept.	"	1892	....	1st Mortgage .....	700,000	7	April & Oct.	New York.	1902	
St. Louis County Debt .....	700,900	7	Monthly.	St. Louis.	1885	....	Pittsburg, Washington & Baltimore:						
Real Estate Bonds .....	800,000	8	May & Nov.	New York.	1892	....	1st Mort. (Pittsb. & Conn'sville) ..	4,000,000	7	Jan. & July.	Baltimore.	1898	105 1/4
1st Mort. (Carondelet Branch) ..	500,000	6*	April & Oct.	"	1893	....	2d Mort. do. (Balt. Loan) .....	5,000,000	6	May & Nov.	"	1902	
1st Mort. (Leav., Atch. & N.W.) ..	500,000	7	"	"	1889	....	1st Mort. (Turtle Cr. Div. 10 1/4 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	"	1899	....	Real Estate Mortgage .....	100,000	6	.....	Baltimore.	1888	
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$3,000,000 .....	20,000 pm	7*	Jan. & July.	New York.	1901	
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stg £597,900.	2,889,330	7*	April & Oct.	London.	1897	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	
Paris and Decatur:							Portland & Ogdensb. (Me. & N.H.):						
1st Mortgage gold, S. F. ....	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	1st Mort. (Maine Section) gold ..	800,000	6*	Jan. & July.	Boston.	1900	
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	748,000	6*	May & Nov.	"	1901	80 1/4
1st Mortgage guaranteed .....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Ogdensburg (Vt.):						
Pekin, Linc. & Decatur (T.W. & W):							1st Mortgage gold, for \$2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	48
1st Mortgage, guaranteed .....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland and Oxford Central:						
Pemberton & Hights (U.O. of N.J.):							1st Mortgage of 1883 .....	250,000	6	Jan. & July.	Portland.	1883	
1st Mortgage guaranteed .....	100,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....	1st Mortgage (equal lien) .....	100,000	7	April & Oct.	"	1887	
1st Mortgage gold (S.F.) 2d series	979,000	7*	"	"	1900	....	2d Mort. (Portland Loan) .....	395,500	6	Mar. & Sept.	"	1891	
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	103 1/2	1st Mortgage gold, skg fd .....	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	
General Mortgage .....	19,934,760	6	J. A. J. & O.	Philadelphia.	1910	103 1/2	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1899	
General Mortgage, registered ..	14,550,000	6*	Jan. & July.	London.	1906	....	Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage .....	5,201,675	5	April & Oct.	Philadelphia.	75-90	....	1st Mort. guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	40
State lien for \$7,500,000, skg fd	487,500	7	Feb. and Aug.	New York.	1881	....	Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free ..	644,500	7*	Jan. & July.	New York.	1910	
1st Mortgage .....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	2d Mortgage .....	75,000	7	"	"		
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage .....	519,000	7	April & Oct.	"	1903	....	1st Mortgage .....	500,000	6	Jan. & July.	Providence.	1890	
Pennsylvania & New York (L.V.):							Stoughton Branch bonds .....	1,000,000	6	"	"		
1st Mortgage guaranteed .....	1,500,000	7	June & Dec.	Philadelphia.	1896	107	Quincy, Alton and St. Louis:						
1st Mortgage guaranteed .....	1,500,000	7	"	"	1906	....	1st Mortgage gold .....	1,000,000	7*	May & Nov.	Philadelphia.	1882	
Peoria & Bureau Val (C.R.I. & P.):							Quincy and Palmyra:						
1st Mortgage guaranteed .....	600,000	8	Jan. & July.	New York.	1877	....	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	
Peoria & Hannibal (C.B. & Q.):							Quincy and Toledo (T.W. & W.):						
1st Mortgage, traffic guarantee ..	571,000	8	Jan. & July.	Boston.	1878	104	1st Mortgage, guaranteed .....	500,000	7	May & Nov.	New York.	1890	45
Peoria, Pekin and Jacksonville:							Quincy & Warsaw (C.B. & Q.):						
1st Mortgage .....	1,000,000	7	Jan. & July.	New York.	1894	....	1st Mortgage, guaranteed .....	756,000	8	Jan. & July.	Boston.	1890	105 1/4
2d Mort. conv. & tax free .....	1,000,000	7	April & Oct.	"	1900	....	Reading and Columbia (P. & R.):						
Peoria and Rock Island:							1st Mort., Coupon, guaranteed ..	650,000	7	March & Sept.	New York.	1882	95
1st Mort. gold, conv. & tax free ..	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....	2d Mort., Coupon, guaranteed ..	350,000	7	June & Dec.	Columbia.	1884	
2d Mortgage .....	150,000	10	Jan. & July.	New York.	1900	....	Rensselaer and Saratoga:						
Perkiomen (Phila. and Rdg.):							2d Mortgage .....	300,000	7	Jan. & July.	Troy.	1880	111 1/4
1st Mortgage, guaranteed .....	619,000	6	April & Oct.	Philadelphia.	1897	89	3d Mortgage .....	150,000	7	"	"	1887	
Petersburg:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	
1st Mortgage (instalments) .....	341,500	8	Jan. & July.	New York.	79-90	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	
2d Mortgage .....	500,000	8	"	"	1902	....	1st Mortgage (Glen's Falls) .....	125,000	7	Jan. & July.	"	1894	
Philadelphia and Baltimore Cent:							Consol. Mort. for \$2,000,000 .....	1,925,000	7	May and Nov.	"	1921	
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Richmond and Danville:						
1st Mortgage (Md. Div. 9 1/2 m.) ..	300,000	6	"	"	1891	....	Virginia State Loan, skg fund ..	600,000	6	Jan. & July.	Richmond.	1880	
2d Mortgage (Pa. & Md. 46 m.) ..	400,000	7	"	"	1900	....	Virginia State guar. bonds .....	157,800	6	"	"	1875	
Philadelphia and Erie (Penn.):							1st Mort. (Piedmont Branch) .....	500,000	8	"	"	1888	
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	104	1st Mort. (Northwestern, N.C.) ..	500,000	6 1/2	April & Oct.	N.Y. or Rich.	75-90	
1st Mortgage .....	5,000,000	6	"	"	1881	100 1/2	Consolidated Mortgage .....	1,766,000	6	May and Nov.	New York.	75-90	70
2d Mortgage .....	3,000,000	6											



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	R.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	240,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,000	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	96,200	8	Jan. & July.	Calais, Me.	1879	....	2d Mortgage for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. ( " ).....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island)...	116,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr.	5,000,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	404,000	7	May & Nov.	New York.	1888	....
Joseph and St. Louis:							2d Mort. " " " "	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	110	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	....	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	884	South and North Alabama.						
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	....	1st Mort. endor. by Ala. gold.....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1894	884	Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Pacific (Atl. and Pac.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage gold, assumed.....	7,188,500	6*	Jan. & July.	New York.	1888	61
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	97	South Shore (Mass.):						
2d Mort. ( " ).....	6,000,000	7*	May & Nov.	"	1897	51	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	994
1st Mort. L.G. (Arkansas Br'h).....	2,500,000	7*	June & Dec.	"	1897	....	South Side, Va. (A., M. and O.):						
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	"	"	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							3d preferred bonds.....	452,800	6	"	"	'84-'90	....
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	Southern Central (N. Y.):						
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
St. Louis, Kansas City & North:							2d Mortgage.....	600,000	7	March & Sept.	"	1882	....
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	884	Southern Iowa and Cedar Rapids:						
Real Estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Lawrence and Denver:							Southern of L. L.:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
St. Louis and South Eastern:							2d Mort. Sink. Fund.....	1,500,000	7	May & Nov.	"	....	80
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	Southern Minnesota:						
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. (Evans, Hen. & Nash.).....	1,000,000	7	Jan. & July.	"	1897	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern (Cal.) Pacific:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	Southern Pennsylvania:						
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1890	....
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	South Western (Cen. of Ga.):						
St. Paul and Iowa Southwestern:							Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	1st Mortgage (Muscoogee) conv.....	300,000	7	"	"	'72-'76	....
St. Paul and Pacific 1st Division:							Spartanburg and Union:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	....
1st M. (St. Paul to Wabash) 80m.	366,000	7	Jan. & July.	"	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
2d Mort. ( " do. ) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield, Athol & Northeastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d M. ( " do. ) R.R. & Lands.	8,500,000	7*	"	"	....	....	Springfield & Illinois S. Eastern:						
General Mortgage for \$15,000,000	....	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
St. Paul, Stillwater & Taylor's F.:							2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Springfield and Northwestern:						
Salem (West Jersey):							1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Staten Island:						
Salem and Lowell (B. & L.):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	994	Stamstead, Shefford and Chamby:						
Sand. Mansfield & Newark (B&O):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	45
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	....	Sullivan (Central Verm.):						
Saratoga & Whitehall (R. & S.):							1st Mortgage.....	500,000	8	Jan. & July.	Boston.	1875	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	2d Mortgage.....	250,000	8	Feb. & Aug.	"	1881	....
Savannah, Albany & Gulf (A. & G.):							Sullivan and Erie:						
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1884	....
Savannah and Charleston:							Summit Branch:						
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
State guaranteed (C. & S.) bonds.	605,000	6	March & Sept.	Charleston.	1877	....	Sunbury and Lewiston:						
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Savannah, Griffin & North Ala.:							Income Mort. gold.....	200,000	6*	"	"	1891	....
1st Mortgage for \$500,000 guar.....	162,000	7	Jan. & July.	Macon.	1891	....	Suspens. Bridge & Erie June. (E.):						
Savannah and Memphis:							1st Mortgage.....	1,000,000	7	....	New York.	....	....
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	Syracuse, Bing. & N.Y. (DL&W):						
Schenectady & Susq. (D. & H. Can.)							2d Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (LS&MS):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebo and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Belma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,883,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,600,000.....	516,000	7	"	"	1894	....
Belma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Belma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	....	1906	50
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.).....	1,000,000	7	June & Dec.	New York.	1894	79
Rhamokin Valley & Potomac (N.C.):							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	73
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	95	2d Mort. conv. ( " ).....	1,300,000	7	April & Oct.	"	1886	30
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. for \$3,200,000.....	1,500,000	7	May & Nov.	"	1910	32</



## AMERICAN RAILROAD BOND LIST.

The Letter (s) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage sfg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	...	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	...
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	...
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	2d Mort. " " " " " "	300,000	6	"	"	1890	...
2d Mortgage.....	300,000	7	April & Oct.	"	1885	...	2d Mort. endor. by Wash. Co. ....	300,000	6	"	"	1890	...
3d Mortgage.....	650,000	7	May and Nov.	"	1875	...	2d Mortgage preferred.....	600,000	6	"	"	1895	...
Convertible Bonds.....	648,000	7	"	"	1882	...	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	...
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	...
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	...	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	6a	Jan. and July.	New York.	1899	97
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	...	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	80
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	...	1st Mortgage (Pittsburg Branch)...	1,000,000	6	Jan. and July.	"	1896	...
Union Pacific:							Western Union (Chl. M. & St. P.):						
1st Mortgage gold, tax free.....	27,236,000	6a	Jan. & July.	N. Y. & Bos.	'96-'99	103	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	...
1st Mort. Land Grant.....	7,874,000	7	Apr. and Oct.	"	1887	101	West Jersey:						
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	99	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	86
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	94	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	100
Omaha Bridge B'ds, etc \$250,000	2,500,000	8a	Apr. and Oct.	London.	1896	...	1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	...
Union Pacific (Central Div.):							1st Mort. (Swedenboro) guar.....	200,000	6	June & Dec.	Camden.	...	...
1st Mortgage gold, tax free.....	1,600,000	6a	May and Nov.	New York.	1895	...	2d Mort. (Cape May & Millville)...	340,000	7	Apr. and Oct.	"	...	...
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	...	Consolidated Mortgage.....	1,000,000	7	"	"	1899	106
Union Pacific, S. Br. (M.K. & T.):							West Wisconsin:						
1st Mortgage gold, sfg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	...	1st Mort. land gr. gold sfg fund	3,900,000	7a	Jan. and July.	N.Y. or Lond.	1887	...
Union & Titusville (O.C. & A. Riv.):							1st Mort. (Southern Extension)...	640,000	7a	"	"	1902	...
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	...	White Water Valley:						
United N. J. R. R. & Canal Cos.:							1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	...
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	99	Wico Mico and Pocomoke:						
Sterling Loan \$369,200 (U. Co's)	1,844,000	5a	"	London.	1894	...	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	...
Sterling Loan \$360,000 ( " )	1,800,000	6a	"	"	1894	...	Williamston and Tarboro:						
Loan of 1894 St. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	...	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	...
Loan of 1888 (United Compan's)	154,000	6	Feb. and Aug.	"	1888	96	Wilmington, Colum. & Augusta:						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1890	...	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	43
Sterling S.F. \$282,000 (C. & Am.)	1,310,000	6a	Feb. and Aug.	London.	1890	...	Wilmington and Reading:						
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	101	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
Loan of 1889 ( " )	886,000	6	June & Dec.	Princeton.	1889	96	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Mortg. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	105	Wilmington and Weldon:						
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	...	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	...
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	...	...	Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	...
Utah Central:							Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1890	103
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	...	Wilmington and Western (Del.):						
Utah Southern:							1st Mortgage.....	500,000	7.3	J. A. J. & G. Phil. & Wilm.	1892	...	
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	...	Winona & St. Peter (C. & N. W.):						
Utica and Black River:							1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	80
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	...	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	55
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	...	Extension mortgage bonds.....	4,875,000	7a	June & Dec.	"	1906	...
Utica, Ithaca and Elmira:							Wisconsin Central:						
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	...	1st M. L. G. gold S. F. \$25,000pm	4,618,500	7a	Jan. and July.	Boston.	1901	30
Vermont Cent.—See Central Vt.							Worcester (Md.):						
Vermont and Massachusetts:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	...
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100	Worcester and Nashua:						
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	...
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	185,300	6	Various.	"	'81-'87	...
Vicksburg and Meridian:							Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General (1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	...	CANAL BONDS.						
2d series (blue).....	850,000	7	"	"	1890	...	Chesapeake and Delaware:						
Mortgage (3d series (black).....	138,000	7	"	"	1890	...	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	85
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	...	Chesapeake and Ohio:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	...	Sterling Loan guaranteed.....	4,375,000	5a	J. A. J. & O.	London.	1890	...
Vineyard:							Preferred Bonds (next lien).....	1,069,500	6	Jan. and July.	Baltimore.	1885	116
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...	Delaware Division (L.C. & N.):						
Virginia & Tennessee (A.M. & O.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Enlarged Mortgage.....	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	73	Delaware and Hudson:						
4th Mortgage.....	870,000	8	March & Sept.	"	1900	75	1st Mort. 1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	101
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	...	regis. 2d series, July 1, 1889	3,500,000	7	Jan. and July.	"	1884	112
Funded Interest.....	226,300	8	"	"	1880	...	tered. 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	111
Income Mortgage (fundable).....	93,500	8	"	"	1886	...	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	111
Walkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	...
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	...	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	96
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	...	Convertible Bonds.....	42,550	6	"	"	1882	90
2d Mortgage, guaranteed.....	780,000	7	May and Nov.	"	1900	...	Convertible Loan, gold.....	822,000	6a	March & Sept.	"	1894	108
Warren & Franklin (O.C. & All R.):							1st Mortgage, registered.....	5,441,841	6	J. A. J. & O.	"	1884	103
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	1st Mortgage, reg. (E. R.).....	2,000,000	6	F. M. A. & N.	"	1897	104
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold....	4,757,000	6a	June & Dec.	"	1897	103
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	...	Consolidated Mortgage.....	1,066,000	7	"	"	1911	102
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	776,000	6	Feb. and Aug.	"	1892	...
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	...	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	...
Washington City, Va. Mid. & Gt. So.:							Monongahela Navigation:						
1st Mort. (O. Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	85	1st Mortgage.....	108,000	6	Jan. and July.	New York.	1887	...
2d Mort. ( " )	350,000	7	"	"	1891	...	Morris (and Banking):						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	80	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1879	99
2d Mort. ( " )	1,200,000	6	Jan. and July.	"	1875	73	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	...
3d Mort. ( " )	600,000	8	May and Nov.	"	1873	72	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	101
4th Mort. ( " )	700,000	8	March & Sept.	"	1880	55	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	...
Funded Coupons (do.)	722,664	...	"	"	...	...	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	...	Apr. and Oct.	"	1896	...	1st Mortgage sfg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	72
Virginia State Loan.....	249,982	7	Jan. and July.	"	'92-'98	...	1st Mortgage (W. Val. Can.)...	600,000	6	"	"	1878	...
Washington and Ohio:							Schuykill Navigation (Ph. & Rdg)						
1st Mort. (Alex. Lou. & Ham.)	47,000	7											



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

See abstract (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.										Value of Shares.	
										Par.	p.c.
Property and Assets.										Earnings.	
Rolling Stock.										Dividends.	
Railroad.										Net	
Main Line.										Gross.	
Branch Line.										Freight.	
2d Track and Siding.										Passenger.	
Trains Moved.										Trains Operated.	
Accounts and Cash.										Surplus Income.	
Stocks.										Bonds.	
Accounts.										Accounts.	
Assets.										Liabilities.	
Rolling Stock.										Freight.	
Railroad.										Passenger.	
Main Line.										Gross.	
Branch Line.										Freight.	
2d Track and Siding.										Passenger.	
Trains Moved.										Trains Operated.	
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Rolling Stock.										Freight.	
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Branch Line.										Freight.	
2d Track and Siding.										Passenger.	
Trains Moved.										Trains Operated.	
Accounts and Cash.										Surplus Income.	



[illegible]







Dec. 31, 1874	120.0	18.1	37.9	62	66	41	149	Maine Central	1,560,979	9,902,819	1,081,064	3,092,000	4,651,157	2,078,282	608,460	387,011	25,128	712,724	452,400	2,004,680	819,399	100	40
Mar. 31, 1875	122.4	3.1	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Sept. 30, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,940	100,969	100,969	100	100	100
Dec. 31, 1875	122.4	4.7	47.1	...	...	...	...	Manchester and Lawrence	170,000	825,000	72,124	52,902	301,580	30,920	89,100	99,100	26.0	87,94					







Dec. 31, 1874	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	892	891	890	889	888	887	886	885	884	883	882	881	880	879	878	877	876	875	874	873	872	871	870	869	868	867	866	865	864	863	862	861	860	859	858	857	856	855	854	853	852	851	850	849	848	847	846	845	844	843	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823	822	821	820	819	818	817	816	815	814	813	812	811	810	809	808	807	806	805	804	803	802	801	800	799	798	797	796	795	794	793	792	791	790	789	788	787	786	785	784	783	782	781	780	779	778	777	776	775	774	773	772	771	770	769	768	767	766	765	764	763	762	761	760	759	758	757	756	755	754	753	752	751	750	749	748	747	746	745	744	743	742	741	740	739	738	737	736	735	734	733	732	731	730	729	728	727	726	725	724	723	722	721	720	719	718	717	716	715	714	713	712	711	710	709	708	707	706	705	704	703	702	701	700	699	698	697	696	695	694	693	692	691	690	689	688	687	686	685	684	683	682	681	680	679	678	677	676	675	674	673	672	671	670	669	668	667	666	665	664	663	662	661	660	659	658	657	656	655	654	653	652	651	650	649	648	647	646	645	644	643	642	641	640	639	638	637	636	635	634	633	632	631	630	629	628	627	626	625	624	623	622	621	620	619	618	617	616	615	614	613	612	611	610	609	608	607	606	605	604	603	602	601	600	599	598	597	596	595	594	593	592	591	590	589	588	587	586	585	584	583	582	581	580	579	578	577	576	575	574	573	572	571	570	569	568	567	566	565	564	563	562	561	560	559	558	557	556	555	554	553	552	551	550	549	548	547	546	545	544	543	542	541	540	539	538	537	536	535	534	533	532	531	530	529	528	527	526	525	524	523	522	521	520	519	518	517	516	515	514	513	512	511	510	509	508	507	506	505	504	503	502	501	500	499	498	497	496	495	494	493	492	491	490	489	488	487	486	485	484	483	482	481	480	479	478	477	476	475	474	473	472	471	470	469	468	467	466	465	464	463	462	461	460	459	458	457	456	455	454	453	4
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## PREFERRED &amp; GUARANTEED STOCKS

Marked thus (\*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.

COMPANIES.	Amount of stock issued.	Div'ds			Market Price.
		Rate.	Paid.	P. C.	
<b>RAILROAD STOCKS:</b>	\$	P. C.	P. C.	P. C.	
Atlantic and Great Western, pref. . . . .	10,000,000	7	...	...	...
Atlantic and St. Lawrence, * guar. . . . .	800,000	7	...	...	...
Atlantic, Mississippi and Ohio, pref. . . . .	276,200	7	...	...	...
Atlantic and Pacific, preferred . . . . .	10,000,000	7	...	...	...
Baltimore and Ohio, * preferred . . . . .	3,994,900	4	...	...	...
Berkshire, * guaranteed . . . . .	252,800	6	...	...	...
Blossburg and Corning, * guaranteed . . . . .	600,000	7	...	...	...
Boston, Concord and Montreal, pref. . . . .	800,000	6	...	...	...
Buffalo, New York and Erie, * guar. . . . .	950,000	7	...	...	...
Catawissa, * pref. and guar. . . . .	1,159,500	7	...	...	...
Camden and Amboy, * guaranteed . . . . .	6,847,800	10	...	...	...
Camden and Atlantic, preferred . . . . .	833,469	7	...	...	...
Chayuga and Susquehanna, * guar. . . . .	589,110	9	...	...	...
Cedar Rapids and Missouri River, preferred and * guaranteed . . . . .	769,600	7	...	...	...
Central of New Jersey, * guar. . . . .	20,000,000	10	...	...	...
Central Ohio, * preferred . . . . .	411,550	6	...	...	...
Chemung, * guaranteed . . . . .	380,000	6	...	...	...
Chesapeake, preferred . . . . .	2,153,200	7	...	...	...
Chicago and Alton, * preferred . . . . .	2,425,400	10	...	...	...
Chicago, Iowa & Nebraska, * guar. . . . .	3,916,300	8	...	...	...
Chicago and North-Western, pref. . . . .	21,485,653	7	...	...	...
Cine, Sand and Cleveland, pref. . . . .	429,000	6	...	...	...
Cleveland and Mahoning, * guar. . . . .	2,059,200	7	...	...	...
Cleveland and Pittsburgh, * guar. . . . .	11,236,150	7	...	...	...
Cumberland Valley, 1st preferred . . . . .	241,900	8	...	...	...
" 2d preferred . . . . .	243,000	8	...	...	...
Dayton and Michigan, pref. & guar. . . . .	922,400	8	...	...	...
Delaware, * guaranteed . . . . .	1,339,950	6	...	...	...
Detroit and Milwaukee pref. & guar. . . . .	2,517,140	6	...	...	...
Dubuque and Sioux City, * guar. . . . .	5,000,000	3	...	...	...
Dubuque South-Western, pref. . . . .	580,315	8	...	...	...
Eastern (N. H.), * guaranteed . . . . .	492,500	6	...	...	...
Elmira, Jeff. and Cand., * guar. . . . .	500,000	5	...	...	...
Elmira & Williamsport, pref. & guar. . . . .	500,000	7	...	...	...
" com. & * guar. . . . .	500,000	5	...	...	...
Erie Railway, preferred . . . . .	8,536,910	7	...	...	...
Erie and Pittsburgh, * guar. . . . .	100,000	7	...	...	...
Evansville and Crawfordsville, pref. . . . .	100,000	7	...	...	...
Hannibal and St. Joseph, pref. . . . .	2,187,700	7	...	...	...
Harrisburg and Lancaster, * guar. . . . .	1,182,550	7	...	...	...
Honolulan, preferred . . . . .	1,180,000	8	...	...	...
Huntington & Broad Top Min. pref. . . . .	190,750	7	...	...	...
Jeff. Mad. & Indianapolis, * guar. . . . .	2,000,000	7	...	...	...
Joliet and Chicago, * guar. . . . .	1,500,000	7	...	...	...
Joliet and Northern Indiana, * guar. . . . .	300,000	8	...	...	...
Little Miami, Col. and Xenia, * guar. . . . .	5,394,450	8	...	...	...
Louisv., Cincinnati and Lex. pref. . . . .	851,000	9	...	...	...
Marquette and Cincinnati, 1st pref. . . . .	3,101,850	6	...	...	...
" 2d pref. . . . .	4,436,250	6	...	...	...
Mich. Southern, (Lake Shore) guar. . . . .	533,500	10	...	...	...
Mill Creek, * guaranteed . . . . .	323,375	10	...	...	...
Milwaukee and St. Paul, preferred . . . . .	12,274,483	7	...	...	...
Min. Hill, * guaranteed . . . . .	3,856,430	8	...	...	...
Montclair, * guaranteed . . . . .	2,000,000	7	...	...	...
Morris and Essex, * guar. . . . .	15,000,000	7	...	...	...
Nesquehoning Valley, * guar. . . . .	2,000,000	10	...	...	...
Newark and New York, * guar. . . . .	1,000,000	7	...	...	...
Newcastle and Beaver Valley, * guar. . . . .	605,000	10	...	...	...
New Jersey, * guaranteed . . . . .	7,295,200	10	...	...	...
New London Northern, * guar. . . . .	971,400	10	...	...	...
New York & Harlem, * pref. & guar. . . . .	1,500,000	8	...	...	...
" com. & guar. . . . .	8,500,000	8	...	...	...
Niagara Br. & Canandigua, * guar. . . . .	1,000,000	6	...	...	...
North Eastern (S. C.), preferred . . . . .	105,000	8	...	...	...
Northern New Jersey, * guar. . . . .	1,000,000	8	...	...	...
Norwich and Worcester, * guar. . . . .	2,828,400	10	...	...	...
Ogdensburg & Lake Cham. * guar. . . . .	3,077,000	7	...	...	...
" pt. & guar. . . . .	2,000,000	8	...	...	...
Ohio and Mississippi, preferred . . . . .	4,030,000	7	...	...	...
Oswego and Syracuse, * guar. . . . .	1,144,400	9	...	...	...
Panama, guaranteed . . . . .	7,000,000	12	...	...	...
Patterson and Hudson, * guar. . . . .	630,000	8	...	...	...
Pemberton and Hightstown, * guar. . . . .	342,000	6	...	...	...
Peoria and Bureau Valley, * guar. . . . .	1,200,000	8	...	...	...
Philadelphia and Erie, preferred . . . . .	2,400,000	12	...	...	...
Phila. Germantown & Norriston, * guar. . . . .	2,231,900	12	...	...	...
Philadelphia and Reading, * pref. . . . .	1,551,687	10	...	...	...
Philadelphia and Trenton, * guar. . . . .	1,259,100	10	...	...	...
Pittsburg, Ft. Wayne & Chic., * guar. . . . .	22,214,285	7	...	...	...
Pittsfield and North Adams, * guar. . . . .	450,000	5	...	...	...
Portland, Saco & Portsmouth, * guar. . . . .	1,300,000	10	...	...	...
Portsmouth & Kennebec Valley, * guar. . . . .	557,560	7	...	...	...
Rutland, * preferred and guaranteed . . . . .	4,300,000	7	...	...	...
St. Louis, Alton & Terre Haute, * guar. . . . .	2,468,400	7	...	...	...
St. Louis, Jacksonv. & Oh. pf. & guar. . . . .	1,054,100	7	...	...	...
St. Louis, Kansas City & Nor. pref. . . . .	12,000,000	...	...	...	...
Schenck Valley, * guaranteed . . . . .	576,000	6	...	...	...
Shamokin V. & Pottsville, * guar. . . . .	889,450	6	...	...	...
Toledo, Peoria & Warsaw, 1st pref. . . . .	1,700,000	7	...	...	...
" 2d pref. . . . .	1,000,000	7	...	...	...
Toledo, Wabash and Western, pref. . . . .	1,000,000	7	...	...	...
Warren, * guaranteed . . . . .	1,800,000	7	...	...	...
<b>CANAL STOCKS.</b>					
Delaware Division, * guar. . . . .	1,633,350	8	...	...	...
Delaware and Karitan, * guar. . . . .	5,847,500	10	...	...	...
Morris preferred and * guaranteed . . . . .	1,175,000	10	...	...	...
" com. and * guar. . . . .	1,696,000	4	...	...	...
Seluykill Navigation preferred . . . . .	2,808,977	6	...	...	...

## WHOLESALE PRICE CURRENT.

<b>IRON—DUTY:</b> Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Fig, 7¢ per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 6¢; Scrap Wrought, 4¢ per ton. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Fig, Scotch—Coltness . . . . .	per ton 23 — @ —
Gartsherrrie . . . . .	— @ —
Summerlee . . . . .	— @ —
Carnbroe . . . . .	— @ —
Langloan . . . . .	— @ —
Glengarnock . . . . .	21 — @ —
Eglinton . . . . .	29 50 @ 30 —
Fig, American, No. 1 . . . . .	23 — @ 24 —
Fig, American, No. 2 . . . . .	21 — @ 22 —
Fig, American, Forge . . . . .	18 — @ 20 —
Bar, Refined, English and American . . . . .	— @ —
Bar, Swedes, assorted sizes . . . . .	(gold). — @ 110 —
<b>STEEL—DUTY:</b> Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val. (Store Prices.)	
English, Cast, (2d and 1st quality) . . . . .	per lb. — 14½ @ — 16
English Spring (2d and 1st quality) . . . . .	— 6½ @ — 6½
English Blister (2d and 1st quality) . . . . .	— 9 @ — 14
English Machinery . . . . .	— 9½ @ — 10½
English German (2d and 1st quality) . . . . .	— 10½ @ — 11½
American Blister . . . . .	— @ — 9
American, Cast, Tool . . . . .	— @ — 16
American, Cast Spring . . . . .	— @ — 9
American Machinery . . . . .	— @ — 10
American German Spring . . . . .	— @ — 10
<b>AILS—DUTY:</b> Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.	
10d. to 60d. Com. Fence & Sheath per keg . . . . .	2 90 @ 3 —
8d. and 9d. " . . . . .	3 25 @ —
6d. and 7d. " . . . . .	3 50 @ —
4d. and 5d. " . . . . .	3 75 @ —
3d. and 4d. Light . . . . .	4 50 @ —
3d. Fine . . . . .	5 25 @ —
2d. " . . . . .	6 — @ —
Cut Spikes, all sizes . . . . .	3 25 @ —
<b>TIN—DUTY:</b> Pig, Bars and Block, 7¢; Plate and Sheets and Terne Plates, 1-10 cents per pound.	
Bianca . . . . .	(gold) per lb. — @ — 24
Straits . . . . .	(gold). — 19 @ — 19
English, L. & F. . . . .	(gold). — @ — 18½
English, Refined . . . . .	(gold). — 18½ @ — 19
Plates—Fair to good brands . . . . .	Gold.
L. C. Charcoal . . . . .	per box. 7 50 @ 7 75
L. C. Coke . . . . .	6 62½ @ 6 75
Coke Terne . . . . .	6 25 @ 6 37½
Charcoal Terne . . . . .	7 — @ 7 25
<b>PETROLEUM—DUTY:</b> Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40@48 gravity (in bulk) . . . . .	— 7½ @ —
Crude 40@47 gravity (in shipping order) . . . . .	— 10½ @ — 11
Refined, Standard White (in ship's order) . . . . .	— 13½ @ — 14
Refined, S. W. (in jobbing lots) . . . . .	— 16 @ — 17
Refined, S. W. (in tin) . . . . .	— 17½ @ — 20
Naphtha, Refined (65@73 gravity) . . . . .	— 8½ @ — 9
Residuum . . . . .	(in shipping order) per gall. — @ — 8½
<b>COPPER—DUTY:</b> Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.	
Copper, New Sheathing, (over 12 oz.) per lb. . . . .	— @ — 30
Copper, Bolts . . . . .	— @ — 31
Copper, Braziers (over 16 oz.) . . . . .	— @ — 31
Copper, Nails . . . . .	— 38 @ — 39
Copper, Old Sheathing, &c., mixed lots . . . . .	— 19 @ — 21
Copper, American Ingot Lake . . . . .	23½ @ 23 —
Copper, English Pig . . . . .	— @ — 23
Yellow Metal, New Sheathing & bronze . . . . .	— @ — 21
Yellow Metal, Bolts . . . . .	— @ — 23
Yellow Metal, Nails, Sheathing & Slatting . . . . .	— @ — 21
<b>LEAD—DUTY:</b> Pig, 2¢ per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¢ cents per lb.	
Spanish Ordinary . . . . .	(gold) per 100 lb. 6 87½ @ 7 —
German Ordinary . . . . .	(gold) 6 87½ @ 7 —
English . . . . .	(gold). — @ 7 12½
Foreign Refined . . . . .	(gold). — @ 7 —
Domestic . . . . .	(gold). 5 90 @ 5 95
<b>COAL—DUTY:</b> Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, 75¢; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Cannel . . . . .	— 12 @ —
Liverpool House Cannel . . . . .	— 17 @ — 18
Anthracite (by cargo) . . . . .	per ton of 2,000 lb. 6 25 @ 6 50

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 11.

	W. 5.	Tu. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.
Allegheny Val. 7 3-10s. . . . .	92½	94½	94½	94½	94½	94½
7s. 1889 . . . . .	99½	101½	101½	101½	101½	101½
Camden & Am. 6s, 1883 . . . . .	106	106	106	106	106	106
6s, 1889 . . . . .	99½	99½	99½	99½	99½	99½
Mort. 6s, 1889 . . . . .	106	106	106	106	106	106
Camden and Atlantic . . . . .	55½	55½	55½	55½	55½	55½
Preferred . . . . .	43½	43½	43½	43½	43½	43½
1st mortgage . . . . .	42½	42½	42½	42½	42½	42½
2d mortgage . . . . .	42½	42½	42½	42½	42½	42½
Catawissa . . . . .	43½	43½	43½	43½	43½	43½
Preferred . . . . .	43½	43½	43½	43½	43½	43½
New preferred . . . . .	42½	42½	42½	42½	42½	42½
7s, new . . . . .	106	106	106	106	106	106
Elmira & Williamsport . . . . .	106	106	106	106	106	106
Preferred . . . . .	106	106	106	106	106	106
7s. 1889 . . . . .	106	106	106	106	106	106
Hunt. & B. Top Mt. . . . .	106	106	106	106	106	106
Preferred . . . . .	106	106	106	106	106	106
2d mortgage . . . . .	106	106	106	106	106	106
Lehigh Navigation . . . . .	50½	50½	50½	50½	50½	50½
6s, 1877 . . . . .	102½	102½	102½	102½	102½	102½
6s, 1884 . . . . .	103	104	104	103	103	103
Gold Loan . . . . .	103	104	104	103	103	103
Railroad Loan . . . . .	103	104	104	103	103	103
Conv. Gold Loan . . . . .	103	104	104	103	103	103
Lehigh Valley . . . . .	62½	62½	62½	62½	62½	62½
6s, new, coupon . . . . .	106	106	106	106	106	106
6s, new, registered . . . . .	111½	111½	111½	111½	111½	111½
7s. 1889 . . . . .	106	106	106	106	106	106
Little Schuylkill . . . . .	51	51	51	51	51	51
7s. 1889 . . . . .	106	106	106	106	106	106
Minerhill & Sch. Haven. 52½ . . . . .	52½	52½	52½	52½	52½	53
North Pennsylvania . . . . .	106	106	106	106	106	106
1st mortgage 6s. . . . .	106	106	106	106	106	106
2d mortgage 7s. . . . .	106	106	106	106	106	106
Chattel 10s. . . . .	106	106	106	106	106	106
Gen'l mort. 7s, coup. 100½ . . . . .	102½	102½	102½	102½	102½	102½
Northern Central . . . . .	85	85	86	86	87	87
Oil Creek & Alleg. Riv. 11½ . . . . .	11½	11½	12	12	11½	12
1st mortgage . . . . .	54½	54½	54½	54½	54½	54½
Pennsylvania R. R. . . . .	54½	54½	54½	54½	54½	54½
1st mortgage . . . . .	103	103	103	103	103	103
Gen'l mortgage . . . . .	106½	106½	106½	106½	106½	106½
Gen'l mort. reg. . . . .	103	103	103	103	103	103
Penn. State 6s. 2d series. 102½ . . . . .	103	102	102	102	102	102½
Penn State 6s. 3d series. . . . .	102½	102½	102½	102½	102½	102½
Philadelphia City, 6s. . . . .	106½	106½	106½	106½	106½	106½
6s, new . . . . .	106½	106½	106½	106½	106½	106½
Phila. and Reading . . . . .	54½	54½	54½	54	53	52½
Debenture bonds . . . . .	109½	109½	109½	109½	109½	110
7s. of 1893 . . . . .	105½	105½	105½	105½	105½	105½
7s, new, convertible . . . . .	106	106	106	106	106	106
Gen'l mortgage . . . . .	106	106	106	106	106	106
Gen'l mortgage, reg. . . . .	106	106	106	106	106	106
Philadelphia and Erie. 20½ . . . . .	20½	20½	20½	20½	20½	20½
1st mortgage, 6s. . . . .	88	88	88½	88½	88½	88½
2d mortgage, 7s. . . . .	88	88	88½	88½	88½	88½
Schuylkill Navigation . . . . .	7½	7½	7½	7½	7½	7½
Preferred . . . . .	15½	15½	15½	15½	15½	15½
6s, 1872 . . . . .	96	96	96	96	96	96
6s, 1876 . . . . .	96	96	96	96	96	96
6s, 1882 . . . . .	82	82½	82½	82½	82½	82½
United Co. of N. Jersey 134½ . . . . .	134½	134½	134½	134½	135	135
Heatonville, (Horse). 36½ . . . . .	40	41½	39½	39½	39½	39
Chestnut & Wal. (do.). 103 . . . . .	40	41½	39½	39½	39½	39
Germantown (do.). . . . .	68	68	68	68	69	69
Green and Coates (do.). 65 . . . . .	34½	34½	34½	34½	34½	34½
Lombard & 8½th. (do.). 34 . . . . .	49	48	48½	48½	48½	48½
2d and 3d streets (do.). . . . .	44	44	44	44	44	44
Spruce and Pine (do.). . . . .	44	44	44	44	44	44
13th and 15th sts. (do.). . . . .	44	44	44	44	44	44
Union (do.). . . . .	44	44	44	44	44	44



## New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

	Th. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.	W. 12.
Adams Express.....	102	102	102	102	103	103
Albany and Susq.....	112	113	113	113	113	113
1st mortgage.....	112	113	113	113	113	113
2d mortgage.....	107	107	107	107	107	107
American Express.....	57	57	57	57	57	57
Am. Dock and Imp. 7s.....	100	100	100	100	100	100
Atlantic & Pacific pref.....	4	4	4	4	4	4
Atlantic & Pacific Tel.....	18	18	18	18	18	18
Bost., Hart. & Erie 1st.....	18	18	18	18	18	18
Burl., C. R. & Minn. 1st. 37	40	40	40	40	40	40
Central of N. Jersey 103	104	104	104	103	103	103
1st mortgage, new.....	116	116	116	116	116	116
7s, consolidated.....	109	108	109	109	109	109
7s, convertible.....	106	107	107	107	107	107
Central Pacific 6s, gold 105	104	104	104	104	104	104
1st M. (San Joaquin). 93	94	93	93	93	93	93
1st M. (Cal. and Or.). 91	92	91	92	91	91	91
Ches. and Ohio 1st M.....	99	100	101	101	101	101
Chicago and Alton.....	99	100	101	101	101	101
Preferred.....	106	106	106	106	106	106
1st mortgage.....	106	106	106	106	106	106
Sinking Fund.....	106	106	106	106	106	106
Income bonds.....	106	106	106	106	106	106
Chic. Burl. & Quincy 115	115	115	115	115	115	115
7s Consol. 1903.....	107	109	109	109	109	109
8s, 1883.....	107	109	109	109	109	109
Chic. & Milwaukee 1st.....	86	86	86	86	86	86
Chic., Mil. and St. Paul. 85	86	86	86	86	86	86
Preferred.....	87	88	88	89	89	89
1st mortgage, 8s.....	110	110	110	110	110	110
2d mortgage, 7 1/2-10s.....	97	97	97	97	97	97
7s, gold.....	97	97	97	97	97	97
1st M. (La Crosse div.) 96	96	96	96	96	96	96
1st M. (I. and M. div.) 95	95	95	95	95	95	95
1st M. (I. and D. div.) 95	95	95	95	95	95	95
1st M. (H. & D. div.) 90	90	91	92	92	92	92
1st M. (C. & M. div.) 90	90	91	92	92	92	92
Consolidated S. F. 80	80	80	81	81	81	81
Chic. & Northwestern 38	39	39	39	40	40	40
Preferred.....	54	56	57	57	57	57
1st mortgage.....	103	103	103	103	103	103
Sinking Fund.....	103	103	103	103	103	103
Consolidated 7s.....	100	100	102	102	102	102
Consol. Gold bonds. 86	86	86	86	86	86	86
Do. reg.....	85	85	85	85	85	85
Chic. Rock Isl. & Pac. 105	110	110	109	109	109	109
7s, 1896.....	61	60	61	61	61	61
Clev., Col. & Ind. 59	106	107	107	107	107	107
1st mortgage.....	89	90	90	90	90	90
Clev. & Pittsburg guar. 89	108	108	108	108	108	108
7s, Consolidated.....	108	108	108	108	108	108
4th mortgage.....	100	100	101	101	101	101
Clev., P. and Ash. 7s.....	100	100	100	100	100	100
7s, new.....	100	100	100	100	100	100
Clev. and Tol. S. F.....	81	81	81	81	81	81
Col., Chi. & Ind. Cent.....	45	45	45	45	45	45
1st mortgage.....	45	45	45	45	45	45
2d mortgage.....	45	45	45	45	45	45
Consol. Coal of M. d.....	48	48	48	48	48	48
Del. & Hudson Canal.....	124	124	124	124	124	124
Reg. 7s, 1891.....	111	111	111	111	111	111
Reg. 7s, 1894.....	111	111	111	111	111	111
Del., Lack. & Western 118	118	119	119	118	118	118
2d mortgage 7s.....	118	119	119	118	118	118
7s, Convertible.....	118	119	119	118	118	118
Del., Mont. & Tol. 1st.....	68	68	68	68	68	68
Et. of Columbia 3-6s.....	16	16	16	16	16	16
Erie Railway.....	16	16	16	16	16	16
Preferred.....	80	80	80	80	80	80
1st mortgage.....	108	108	108	108	108	108
2d mortgage.....	97	97	97	97	97	97
3d mortgage.....	97	97	97	97	97	97
4th mortgage.....	97	97	97	97	97	97
5th mortgage.....	97	97	97	97	97	97
Great Western 1st mort 83	83	83	83	83	83	83
2d mortgage.....	83	83	83	83	83	83
Hannibal & St. Joseph, 21	21	21	21	21	21	21
Preferred.....	28	28	28	27	27	27
8s, Convertible.....	81	82	82	81	81	81
Hudson River 2d mort.....	98	98	98	98	98	98
Illinois Pacific.....	98	98	98	98	98	98
Kansas Pacific.....	12	12	12	12	12	12
Lake Shore & Mich. So. 60	61	61	61	61	61	61
Consol. 7s.....	102	102	102	102	102	102
Consol. 7s, reg.....	103	103	103	103	103	103
2d Consolidated.....	103	103	103	103	103	103
Lake Shore Div. bonds.....	101	101	101	101	101	101
Long Dock bonds.....	101	101	101	101	101	101
L'ville & Nash. 7s Cons. 85	85	85	85	85	85	85
Michigan Central.....	56	57	57	56	56	56
7s, 1902.....	101	101	101	101	101	101
8s, 1882.....	101	101	101	101	101	101
M. S. and N. I. 1st, S. F. 106	106	106	106	106	106	106
2d mortgage.....	101	101	101	101	101	101
Morris and Essex.....	102	102	102	102	102	102
1st mortgage.....	115	115	115	115	115	115
2d mortgage.....	115	115	115	115	115	115
7s of 1871.....	109	109	109	109	109	109
7s, Convertible.....	106	106	106	106	106	106
7s, Consolidated.....	106	106	106	106	106	106
N. Y. Cent. & Hud. Riv 106	107	107	107	107	107	107
7s, Sinking fund, 1876.....	102	102	102	102	102	102
6s, Sinking fund, 1883 102	102	102	102	102	102	102
6s, Sinking fund, 1887.....	102	102	102	102	102	102
1st mortgage.....	121	122	122	122	122	122
2d mortgage, reg.....	121	122	122	122	122	122
N. York and Harlem.....	133	133	133	133	133	133
Preferred.....	115	115	115	115	115	115
1st mortgage.....	115	115	115	115	115	115
2d mortgage, reg.....	115	115	115	115	115	115

## New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

	Th. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.	W. 12.
New Jersey.....	147	149	150	150	150	150
N. Y. N. Haven & Hart 147	149	150	150	150	150	150
North Missouri 1st M.....	85	85	85	85	85	85
Ohio and Mississippi 16	17	17	17	17	17	17
Preferred.....	71	71	72	72	72	72
2d mortgage.....	71	71	72	72	72	72
Consolidated 7s.....	92	92	92	92	92	92
Consol. Sinking fund. 92	92	92	92	92	92	92
1st M. (Springfield D.).....	38	38	38	38	38	38
Pacific Mail S. S. Co. 38	38	38	38	38	38	38
Pacific R. R. of Mo. 12	11	11	11	11	11	11
2d mortgage.....	89	89	89	89	89	89
Pacific 7s, guar. by Mo. 92	92	92	92	92	92	92
Panama.....	135	131	130	130	130	130
Pitts., Ft. W. & Chi. 98	98	99	99	99	99	99
1st mortgage.....	107	107	107	107	107	107
2d mortgage.....	102	102	102	102	102	102
3d mortgage.....	102	102	102	102	102	102
Quicksilver Mining Co. 118	118	118	118	118	118	118
Preferred.....	24	24	24	24	24	24
St. L. Alton and T. H.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
2d mort. preferred.....	98	98	98	98	98	98
Income bonds.....	67	67	67	67	67	67
St. L., Iron Mt. & S. 15	15	15	15	15	15	15
1st mortgage.....	95	95	95	95	95	95
2d mortgage.....	95	95	95	95	95	95
St. L. Jack. & Chi. 1st.....	4	4	4	4	4	4
St. L., Kan. City & N.....	22	22	22	22	22	22
Preferred.....	22	22	22	22	22	22
Tol., P. & W. 1st E. D.....	3	3	3	3	3	3
1st mort., West. Div.....	3	3	3	3	3	3
Tol., Wab. & Western. 3	3	3	3	3	3	3
Preferred.....	107	107	107	107	107	107
1st mortgage.....	107	107	107	107	107	107
2d mortgage.....	107	107	107	107	107	107
7s, Consolidated.....	32	32	32	32	32	32
St. Louis Division.....	62	62	62	62	62	62
Union Pacific.....	73	73	73	73	73	73
1st mortgage.....	104	104	104	104	104	104
Land Grant 7s.....	101	101	101	101	101	101
Sinking Fund 8s.....	95	95	95	95	95	95
United States Express. 62	62	62	62	62	62	62
Warren.....	102	102	102	102	102	102
Wells-Fargo Express. 81	81	81	81	81	81	81
Western Pacific bonds. 97	97	97	97	97	97	97
Western Union Tel.....	74	74	74	74	74	74
7s, S. F. conv. 1900.....	97	97	97	97	97	97

## Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

	Th. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.	W. 12.
Atch., Top. and San. Fe.....	60	60	60	60	60	60
1st mortgage.....	60	60	60	60	60	60
Land Grant 7s.....	65	65	65	65	65	65
Income 12s.....	94	94	94	94	94	94
Boston and Albany.....	135	134	135	134	134	134
7s.....	135	134	135	134	134	134
6s, 1896.....	103	103	103	103	103	103
Boston and Lowell.....	50	51	55	55	55	55
7s.....	50	51	55	55	55	55
Boston and Maine.....	106	106	107	107	107	107
Boston and Providence.....	147	147	147	148	147	147
Boston, Hart. & Erie 7s. 18	18	18	18	18	18	18
Boston Water Power.....	12	11	12	12	12	12
Burl. & Mo. R. in Iowa.....	103	103	103	103	103	103
Land Grant 7s.....	103	103	103	103	103	103
Burl. & Mo. R. in Neb.....	80	80	80	80	80	80
8s, old.....	97	97	97	97	97	97
Carthage and Burl. 8s.....	115	115	115	115	115	115
Cary Improvement.....	107	107	107	107	107	107
Chi., Burl. and Quincy 115	115	115	115	115	115	115
7s.....	107	107	107	107	107	107
Cin., Sand. and Clev.....	94	94	94	94	94	94
Concord.....	70	70	70	70	70	70
Connecticut River.....	130	130	130	130	130	130
Eastern.....	94	104	128	14	14	14
7s, Sinking Fund.....	128	128	128	128	128	128
Fitchburg.....	128	128	128	128	128	128
Ind., Cin. & Lafayette.....	57	57	58	57	57	58
Michigan Central.....	57	57	58	57	57	58
Nashua and Lowell.....	70	70	70	70	70	70
Northern, N. H.....	70	70	70	70	70	70
Norwich & Worcester.....	70	70	70	70	70	70
Ogden & Lake Champ.....	70	70	70	70	70	70
Preferred.....	76	76	76	77	77	77
Old Colony.....	107	107	107	107	106	106
6s, 1895.....	107	107	107	107	106	106
Ph., Wil. & Baltimore.....	61	61	61	61	61	61
Portl'd, Saco & Ports.....	60	60	60	60	60	60
Ports, Gt. Falls & Con.....	70	70	70	70	70	70
Pullman Palace Car.....	70	70	70	71	71	74
Union Pacific.....	103	103	103	103	103	103
6s.....	103	103	103	103	103	103
Land Grant 7s.....	103	103	103	103	103	103
Sinking Fund 8s.....	92	92	92	92	92	92
Vermont and Canada.....	29	29	29	29	29	29
Vermont and Mass.....	90	90	90	100	100	100
Worcester and Nashua.....	87	87	87	87	87	87
Cambridge (Horse).....	105	105	105	105	105	105
Metropolitan ( " ).....	55	55	55	55	55	55
7s.....	55	55	55	55	55	55
Middlesex ( " ).....	55	55	55	55	55	55
Central Mining Co.....	166	166	166	166	166	166
Calumet and Hecla.....	166	166	166	166	166	166
Copper Falls.....	14	14	14	14	14	14
Franklin.....	14	14	14	14	14	14
Quincy.....	44	44	44	44	44	44



in currency reached \$485,551,868, or a daily average of \$80,925,811. The customs revenue of the port, during the week was up to \$2,591,000. The City banks reported their average of gold last week at \$24,149,600, and their greenback average at \$39,328,600. Their deposits stood at \$210,820,200. The loan item was \$263,044,000. The circulation was \$18,595,800.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$10,773,150.

The aggregate of the outstanding U. S. currency, of all denominations, December 1st was \$416,505,440. The outstanding amount of legal tender notes is \$371,827,220. The National bank circulation is now \$243,893,094, including \$2,100,860 of national gold bank notes.

The specie shipments from San Francisco, January 1 to Dec. 31st, were \$43,027,761, against \$30,428,801 same time in 1874.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$8,330,713; special deposit of legal tenders for the redemption of certificates of deposit, \$37,050,000; Coin, \$72,617,891; Coin certificates, \$34,246,300.

The week's import entries of Foreign Merchandise at New York were \$7,528,539, including \$1,341,609 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 61 millions; and from Customs, 81½ millions.

Gold has been only moderately active and has been unsettled as to price, quoted at the close generally weaker, with a restricted speculative inquiry. The custom's call has been more animated. The export gain, however, has been quite moderate. The coin interest disbursements of the U. S. Sub Treasury have been quite liberal. The extremes of the price during the week have been 112½@113¾, closing on Wednesday at 112½ as against 112½, on Wednesday of the preceding week. The specie outflow last week was \$675,043 against \$417,157 the previous week. The imports of specie at this port last week were \$46,704. The customs demand for gold last week averaged \$431,884 per day. Foreign Exchange has been in moderate request opening more firmly but closing weaker. Bankers' sixty day bills on London closed on Wednesday at \$4.84 @ \$4.84½; sight bills on London at \$4.88 @ \$4.88½ to the sterling. The week's exports of Domestic Produce have been to the currency value of \$5,169,396. The week's imports of Dry Goods and general merchandise were to the specie value of \$7,528,539, as against \$5,803,964 the corresponding week of 1875. Government Securities have been moderately active through the week, but variable in price, fluctuating with Gold. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$363,002,962.

U. S. sixes of 1881 closed on Wednesday of this week at 120½@121; U. S. Five-Twenties of 1864, at 114@114½; U. S. Five-Twenties of 1865, 116½@116¾; U. S. Five-Twenties of 1866, consolidated, 117½@117¾; U. S. Five-Twenties

of 1867, 119½@119¾; U. S. Five-Twenties of 1868, 120½@121; U. S. Ten-forties at 118½@118¾; U. S. Fives of 1881, (Funding Loan) 116½@117; Six per cent. currency Sixes, 122½@123.

State and Railway bonds have been more active, and have been quoted generally higher. And in the line of Railway and Miscellaneous share property, business has been increasing, with values, toward the close, quoted generally stronger and quite buoyant.

General business has been more active in the line of Domestic produce, with Breadstuffs and Petroleum closing stronger. Cotton and Provisions weaker. Foreign merchandise quiet, Metal trade tame. Eglington Pig Iron quoted here at \$29 50@30; Glengarnock \$31@32; Coltness \$33; No. 1 American Pig at \$23@24; No. 2 do. at \$21@22; Forge, \$16@20; English Rails (in bond) \$35@36 gold American Rails at works, \$45@48; Old Rails \$20@20 50 Wrought Scrap, \$30@31. Ocean freights have been more active, but quoted unsettled, with room for Grain, Flour and Petroleum, in most demand.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Lehigh and Wilkesbarre 7s, conv., 96½; Galea and Chicago 1st mort., 107½; Marietta and Cincinnati 1st mort., 109½; Rome, Watertown and Ogdensburg 7s consol., 89; Morris and Essex 7s, const., 104; do. 7s, 1500, 100¾; Dubuque and Sioux City R. R., 72; do. 1st mort., 105½; South Pacific R. R. of Mo., 61; Quincy and Toledo 1st mort., 46; Canada Southern 1st mort. coupon on, 62; do. with int. cer., 61; Louisiana and Missouri 1st mort. 97½; Peninsula 1st mort., 101; Central Pacific 6s, L. G., 96¾; Chesapeake and Ohio 1st mort., coupon on, 33; Delaware and Hudson Canal reg. 7s, 1877, 101½; Cedar Falls and Minnesota 1st mort., 81½; Missouri, Kansas and Texas R. R., 7½; Spring Mt. Coal, 63; Missouri 6s, 1876 and 1877, 100; do. 6s, fund bonds 1894, 104; do. 6s, long bonds, 102¼; do. 6s, H. & St. J. issue 1886, 101; Tennessee 6s, old, 44¾; do. 6s, new, 43¾; do. 6s, new series, 43¾; Virginia 6s, consol., ex matured coupons, 68¾; Arkansas 7s, R. R., 11; New York State 7s, B. L., coup., 104¼; do. reg., 103¾; South Carolina 6s, new, Jan. and July, 34¼; North Carolina 6s, old, Jan. and July, 16; The latest quotations are: Pacific Mail 37½@37¾; Western Union Telegraph, 75¾@75¾; Atlantic and Pacific Tel., 18½@19; Quicksilver Mining, 17¾@18; do. pref., 24@25; Mariposa Land and Mining, 8¾@9¼; do. pref., 9¾@11; Adams Exp., 103@104; American Exp., 58@58½; U. S. Express, 61¼@62; Wells-Fargo Express, 82@83; Chicago and Alton, 100@101; Cleveland and Pittsburg, 90@90¼; Chicago and Northwestern, 40½@40¾; do. pref., 58¾@59; Chicago Rock Island and Pacific, 106¼@106¾; Chicago, Milwaukee and St. Paul, 37½@37¾; do. pref., 70¾@71; Cleveland, Columbus, Cincinnati and Indianapolis, 60½@61; Columbus, Chicago and Indiana Central, 3½@3¾; Delaware, Lackawanna and Western, 118@118½; Erie, 15½@15¾; Hannibal and St. Joseph, 19½@20; do. pref., 27½@27¾; Lake Shore and Michigan Southern, 62½

@62¼; Michigan Central, 58¾@59¾; New York and Harlem, 138¾@139; N. Y. Central and Hudson River, 106¾@107; Central of New Jersey 103@103½; Ohio and Miss., 17¾@17¾; Panama, 128@135; Toledo, Wabash and Western, 3½@3¾; Pacific R. R. of Missouri, 11¾@11½; Union Pacific, 71¼@71½; do. 1st mort., 103½@103¾; do. 7s, land grant, 101¼@101½; do. sinking fund 8s, 94½@94¾; Central Pacific 6s, gold, 104¾@104¾.

Boston.—Atchison, Topeka and Santa Fe 2d mort., 34½; Nashua and Lowell 6s, gold, 100; Dixon, Peoria and Hannibal 8s, 101; Eastern 7s, 1883, 56; Chicago, Burlington and Quincy 5s, 88; Highland Horse R. R. 7s, 1883, 101¾; Framingham and Lowell 7s, 80; Boston, Clinton and Fitchburg 8s, 1882, 90; Old Colony 7s, 1894, 109; Boston and Maine 7s, 1894, 109; Michigan Central Equip. 8s, 82; do. Air Line 8s, 88; Manchester and Lawrence R. R. 130; Eastern (N. H.) R. R., 25; Rutland pref., 12; do. Scrip No. 4 and 5, 45; South Boston Horse R. R., 58; Boston, Clinton and Fitchburg pref., 68½; New Bedford R. R., 112¼; Ogdensburg and Lake Champlain R. R., 28¾; Portsmouth, Gt. Falls and Conway R. R., 5; Waverly Land, 20c.; Boston Land, 6; New Hampshire 6s, 107¼; Boston 6s, 1893, 109½; do. 1880, 105¼; do. 5s, 1905, 111; Cook Co., Ills., 7s, 104¾; Cincinnati 7.30s, 102½; do. 7s, 1904, 107½; Chicago 7s, 1892, 105; Allouez Mining Co., 20½; National, 2¼.

Philadelphia.—West Jersey R. R. 7s, 106; Am. S. S. Co. 6s, 80; North Pennsylvania Gen'l mort. 7s, reg., 102¾; Philadelphia and Reading C. and I. mort. bonds, 92; do. debent. bonds, 88; Schuylkill Nav. 7s, B. L., 92¾; Northern Pacific 7.30s, 13; Pennsylvania and New York 7s, 107; Lehigh Valley consol. mort. 6s, 97¾; Chesapeake and Delaware Canal 6s, 85; Pittsburg, Cin. and St. Louis 7s, 81; United New Jersey R. R. and Canal Co. 6s, 1888, 96; Perkiomen R. R. 6s, 89; Union Passenger R. R. 6s, 95; Sunbury and Erie 7s, 104; Elmira and Williamsport 5s, 65; Huntingdon and Broad Top Mt. 7s, consol., 58; Philadelphia, Germantown and Norristown R. R., 98½; Fifth and Sixth sts. R. R., 70; Nesquehoning Valley R. R., 56; Pittsburg 7s, 108¾. The latest quotations are: City 6s, 102½@103¼; do. free of tax, 106½@106¾; Pennsylvania State 6s, 2d series, 102@103; do. 3d series, 111@111½; Philadelphia and Reading, 52@52½; do. Gen'l mort. 7s, coup., 106@106½; do. reg., 106@106½; do. mort. 6s, 1880, 101@—; do. 7s, new conv., 105@106; do. 7s, 1893, 109@—; United New Jersey R. R. and Canal Co., 135@135½; Camden and Amboy mort. 6s, 1889, 105@105½; Pennsylvania R. R., 52@53; do. 1st mort., 103@103½; do. general mort. coupon, 100¼@101; do. reg., 103@—; Little Schuylkill R. R., 51@51½; Morris Canal, 54@—; do. pref., 132@138; do. 6s, 101@—; Susque. Canal, 8@9; do. 6s, 75@76; Schuylkill Nav., 7½@—; do. pref., 15@15½; do. 6s, 1882, 82@82½; do. 1872, 96@96; do. 6s, Imp., 90@—; Elmira and Williamsport pref., 37@41; do. 7s, 101@103; do. 5s, 65@66; Lehigh Coal and Navigation, 50¾@50¾; do. 6s, 1884, 103@103½; do. R. R. Loan 104@—; do. Gold Loan, 103¼@103¾; North Pennsylvania, 52@53; do. 6s, 103@103½; do. 7s, 106½@—; do. Gen'l mort. 7s, 103@103; Philadelphia and



Erie, 20 $\frac{3}{4}$ @20 $\frac{3}{4}$ ; do. 6s, 100@101; do. 7s, 89@89 $\frac{1}{2}$ ; Minehill, 52 $\frac{1}{2}$ @53; Catawissa, 19@19 $\frac{1}{2}$ ; do. pref., 43 $\frac{1}{2}$ @43 $\frac{1}{2}$ ; do. new pref., 42@42 $\frac{1}{2}$ ; do. 7s, 1900, 107@—; Lehigh Valley, 62 $\frac{1}{4}$ @62 $\frac{1}{4}$ ; do. 6s, new coupon, 104@105; do. reg., 105@106; do. 7s, 111@112; do. 6s, consol. mort., 97 $\frac{3}{4}$ @98; Fifth and Sixth streets (horse), 70@75; Second and Third, 85@90; Thirteenth and Fifteenth, 43 $\frac{1}{2}$ @44; Spruce and Pine, 47@48; Green and Coates, 70 $\frac{1}{2}$ @71; Chestnut and Walnut, 97 $\frac{1}{2}$ @98; Hestonville, 39 $\frac{3}{4}$ @40 $\frac{1}{2}$ ; Germantown, 85@86.

Baltimore.—Cincinnati and Baltimore 7s, 99 $\frac{1}{2}$ ; Atlanta and Richmond Air line 8s, 60; Virginia and Tennessee 8s, 75; Baltimore and Ohio R. R. pref., 103 $\frac{1}{2}$ ; Baltimore 6s, 1875, 104 $\frac{1}{2}$ ; do. 1902, 107 $\frac{1}{2}$ ; do. 1886, 107; Cincinnati, 7.30s, 108; Maryland Defence 6s, 109 $\frac{1}{2}$ ; Atlantic Coal, 2.65; The latest quotations are: Wilmington and Welton 7s, —@101; Wilmington, Columbia and Augusta 7s, 43@45; Richmond and Danville 1st mort., 70@72; Pittsburg and Connellsville 7s, 1898, 105 $\frac{1}{2}$ @106; Baltimore and Ohio, 173@173 $\frac{1}{2}$ ; do. 6s, 1880, 105@107; do. 1885, 108 $\frac{1}{2}$ @109; Washington Branch 120@—; Northern Central, 36 $\frac{3}{4}$ @37; do. 6s, 1877, 100@—; do. 6s, 1885, 101@104; do. 6s, 1900, 101@102 $\frac{1}{2}$ ; do. 6s, 1900, gold, 99 $\frac{1}{2}$ @100; N. W. Va. 3d mort. 1885, 100@—; Marietta and Cincinnati 1st mort. 7s, 1892, 110@110 $\frac{1}{2}$ ; do. 2d mort. 7s, 97@98; do. 3d mort. 8s, 76 $\frac{1}{2}$ @76 $\frac{1}{2}$ ; Central Ohio, 41@42; do. 1st mort., 101 $\frac{1}{2}$ @—; Western Maryland, 5@6 $\frac{1}{2}$ ; do. 1st mort. 6s, 1890, 85@—; do. 1st mort. guar., 103@—; do. 2d mort. guar., 103@—; do. 3d mort. guar., 102 $\frac{1}{2}$ @104; do. 2d mort. pref., 90@—; do. 2d mort., guar. by Washington Co., 95@100; Virginia and Tennessee 2d mort. 6s, 73@87; do. 3d mort. 8s, 74@75; Orange and Alexandria 1st mort. 6s, 86@93; do. 2d mort. 6s, 71@—; do. 3d mort. 8s, 71@—; do. 4th mort. 8s, 55 $\frac{1}{2}$ @56 $\frac{1}{2}$ ; Orange, Alex. and Manassas 7s, 85 $\frac{1}{2}$ @88; Baltimore 6s, 1875, 104 $\frac{1}{2}$ @105; do. 1884, 106 $\frac{1}{2}$ @—; do. 1886, 107@—; do. 1890, 108 $\frac{1}{2}$ @108 $\frac{1}{4}$ ; do. 1900, 107@—; do. 1902, 107 $\frac{1}{2}$ @108; do. 6s, exempt, 111@—; do. 5s, 95@—; Memphis City 6s, 30@40; Maryland Defence 6s, 1883, 110@110 $\frac{1}{2}$ ; do. 6s, 1890, 102@—; do. 6s, exempt, 109@—; do. 5s, 85@—; Virginia coupon 6s, old, 38@41; do. new, 38@41; do. consol. 6s, 68 $\frac{1}{2}$ @68 $\frac{3}{4}$ ; Virginia coupons, 84 $\frac{1}{2}$ @84 $\frac{3}{4}$ ; West Virginia def. certif., 9@9 $\frac{1}{2}$ ; City Passenger R. R., 20@35; George's Creek Coal, 140@150; Atlantic Coal, 2.25@2.30; Am. Gas Coal, 20@30; Canton Co., 38@43.

Wm. H. Weeks, banker, 178 Broadway, New York, offers for sale \$5,000,000 of Railroad Bonds at a fractional part of their par value. These Bonds are a legal mortgage on some of the most valuable property in the United States, and will on the revival of business rise enormously in value. For either investment or speculation money cannot be invested with greater security and profit. First Mortgage Bonds \$1,000 each bearing 7 per cent interest, may be brought as low as \$10 per Bond and upwards, and the day may not be far distant, when the same Bonds will command \$500 and upwards. Quotations and other information cheerfully given by Mr. Weeks, who is thoroughly posted in his business.

#### Eastern Railroad.

An adjourned meeting of the creditors of the Eastern Railroad Company was held in Boston on the 8th inst., to hear the report of the Committee of Conference which was appointed a few weeks ago to consult with the railroad officials and if possible devise some means for relieving the road of its present embarrassments.

Hon. Dwight Foster, Chairman of the Committee which consisted of himself, Charles J. Morrill and Lemuel Shaw, read the following report:

#### REPORT OF THE COMMITTEE.

The committee appointed on behalf of the creditors of the Eastern Railroad Company respectfully report that they have had repeated conferences with the Directors and counsel of the corporation, have consulted many large creditors, exercised the best judgment in the premises, and unanimously recommend the following scheme for funding the debts of the corporation and reorganizing its affairs: They advise an application to the Legislature of this Commonwealth for an enabling act, a draft of which is herewith presented, and under the authority of said act the execution of a mortgage upon all the present and future property of the corporation, the proposed form of which is also submitted to your consideration. Under this scheme it is designed to fund all the debts and secure all the liabilities of the corporation on equal terms, in a thirty year gold mortgage bond, with a reduced rate of interest during the first six years. Interest on all debts is to be made up to the 1st day of September 1876. The first coupon on the new bonds is to be payable March 1st, 1877; the rate of interest on the mortgage bonds is to be 3 $\frac{1}{2}$  per cent. per annum for the first three years; 4 $\frac{1}{2}$  per cent. for the second three years and 6 per cent afterwards. Said bonds are to be payable both principal and interest in gold. The creditors who now hold sterling bonds are to receive new bonds of the same denomination. By this plan the creditors will have security for the entire principal of their debts, and are only asked to forbear a part of the interest thereon. The rate of interest stipulated for during the first six years is believed to be all that the corporation is capable of earning.

The Directors of the corporation are to be nine in number, three chosen by the bondholders; three appointed by the trustees of the mortgage, and the remaining three chosen by the stockholders. Until the mortgage debt is reduced to ten millions of dollars the stockholders can receive no dividends, and all the net earnings of the road are to be applied to remove liens and mortgages on the property, and to the reduction of the mortgages to that amount.

The further details of the plan thus briefly outlined will be found set forth in the drafts of the statute and the mortgage. It is assented to by the Directors and the counsel who represent the stockholders, although by no means free from objections or from practical difficulties in the way of its execution, yet we believe that if ratified by the bondholders present and represented at this meeting it will have a fair prospect of success, and that it is the only possible mode of averting the disastrous catastrophe of bankruptcy.

Much discussion ensued, after which the following resolution was adopted and the meeting adjourned for one week.

Resolved, that it is opinion of this meeting that some action, embodying substantially the features of the plan presented by the committee, should be adopted.

Engineer Everett has finished his survey of the route for the Providence, Ponagansett and Springfield Railroad through Rhode Island, and reports that the line is to be 27 $\frac{1}{2}$  miles long.

## Hatch & Foote, BANKERS,

No. 12 Wall Street, N. Y.

BUY AND SELL GOVERNMENTS AND GOLD AT MARKET RATES.

EXECUTE ORDERS AT STOCK EXCHANGE. INTEREST ALLOWED ON DEPOSITS.

## Martin Lewis,

Room 3, 43 PINE ST., N. Y.

DEALER IN AND SUBSCRIBER TO Securities of Solvent and Defaulted Railroad Companies, also State, City and County Bonds.

TIME LOANS NEGOTIATED.

Refers by permission to Messrs. M. K. Jesup, Paton & Co., New York; Messrs. Soutter & Co., New York; J. S. Norris, Esq., President First National Bank, Baltimore; Robert Mickle, Esq., Cashier Union National Bank, Baltimore.

PHILADELPHIA AND READING RAILROAD CO.  
OFFICE No. 227 SOUTH 4TH ST.  
PHILADELPHIA, Dec. 29, 1875.

#### DIVIDEND NOTICE.

THE TRANSFER BOOKS OF THIS COMPANY will be closed on the 31st inst., and reopen on Monday, Jan. 17, next. A quarterly dividend of Two and a Half per Cent. has been declared on the preferred and common stock, clear of all taxes, payable in cash on and after the 25th of January next, to the holders thereof as they shall stand registered on the books of the company at the close of business on the 31st inst.

All dividends payable at this office, where blank orders for dividends can be obtained.

S. BRADFORD, Treasurer.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Dec. 15, 1875.

A DIVIDEND OF FOUR PER CENT. HAS been declared by this company, payable on the 1st day of February next to the holders of full-paid shares registered at the close of the 15th day of January next, after which and until the 5th day of February the transfer books will be closed.

L. V. F. RANDOLPH, Treasurer.

#### Illinois Central Railroad.

During the month of December, 1875, 1,394.93 acres of land were sold for \$10,450.82. The cash collected on land contracts was \$28,375.14. The traffic on the main line in Illinois was \$610,526.44, against \$528,337.92 in December, 1874. The traffic of the Iowa lines, (leased at 35 per cent of gross receipts,) was \$162,571.25, against \$151,597.35 in December, 1874. Gross traffic, ten months, Jan. 1 to Oct. 31, 1875, (actual,) \$6,422,949.81. Gross traffic, two months, November and December, (estimated,) \$1,469,951.49—total, \$7,892,901.30.

The earnings of the St. Louis, Kansas City and Northern Railroad in December, 1875, were \$365,536.18; in December, 1874, \$248,543.84—an increase of \$16,992.29. For the year ending December 31, 1875, the earnings were \$2,636,707.09, against \$2,587,004.09 in 1874—an increase of \$49,703.

The earnings of the Central Pacific Railroad for December, 1875, were \$1,279,000, against \$1,370,334 in December, 1874, and \$1,116,366 in December, 1873. For the year ending December 31, 1875, the earnings were \$16,970,018, against \$14,522,814 in 1874, and \$13,919,304 in 1873.

The earnings of the Ohio and Mississippi Railroad, main line, in December, 1875, were \$307,316.97; Springfield Division, \$84,174.58—total, \$391,491.55. The earnings over the main line in December, 1874, were \$303,292.70—an increase of \$8,198.76.



## Public Debt of Virginia.

In compliance with an invitation from the joint finance committee of the Virginia Legislature, Gen. Richard Taylor appeared before that body on the 5th inst. in advocacy of a plan of adjustment of the State debt. The plan which Gen. Taylor proposes, and which he is unofficially informed would be acceptable to the foreign bondholders, who hold \$10,000,000 of Virginia bonds, is for a unification of the debt, and to that end all unfunded securities and interest due, embracing fractional parts of coupons and certificates for interest due, shall be funded for thirty years. Gold bonds to the extent of two-thirds of said securities, and interest certificates for the remaining one-third for West Virginia, to be given to its holders at time of funding, as was done under the act of 1871. For the first three years three per cent., for the next four years four per cent., and then five per cent. until maturity. The bonds issued under act of 1872 ("peelers") to be interchangeable into new gold bonds, bond for bond, and additional bonds given for the over due interest. Gen. Taylor read a communication from Hyde Clark, secretary of the Foreign Bondholders' Association, in which he says:

"The measure should be broad enough to induce holders of six per cent. 'tax-receivable' bonds as may desire to make the exchange. To insure a result so desirable, it is in the interest of the people of Virginia, as well as an act of common justice to all her creditors, that Virginia should hold out inducements for all creditors to adopt the arrangement, and there is no more effectual inducement than for the State to hedge round these bonds with every possible security for the regular and just payment of the interest and principal."

"Every bond exchanged should be made under a contract with the State, which it would be the duty of the State courts to enforce and to award prompt payments and costs, and such clauses in the act of the Legislature should be printed on the bond. The State executive officer collecting revenue should be charged by law with the duty of carrying out the provisions of the act under which the proposed bonds are to be issued. Creditors should be empowered to sue the State in her own courts, and such suits should be made preferred cases, in order to insure speedy justice to the public creditor."

## Chesapeake and Ohio Railroad.

A meeting of the bondholders of the Chesapeake and Ohio Railroad was held at the office of Brown and Lowndes, Baltimore, on the 11th inst., for the purpose of discussing the plan proposed for the purchase and reorganization of the company. Mr. A. S. Hatch, of the firm of Fisk & Hatch, of New York, was present, and in answer to interrogatories from bondholders explained the proposed plan, which is to obtain a decree for the sale of the property, as early as practicable, under both the six per cent. and seven per cent. mortgages, so that the purchasers may acquire a perfect and satisfactory title to the entire property, franchises, and corporate rights of the Chesapeake and Ohio Railroad Company, subject only to the liens of the Virginia Central bonds, which are to be provided for by a renewal or extension of those mortgages or otherwise, as circumstances may require, and that it be purchased on behalf of the bondholders and creditors who shall unite in the plan, by a suitable committee or Board of Trustees, to be hereafter selected by them. After the purchase is completed and the reorganization

of the company perfected, new securities are to be issued as follows: First mortgage bonds to be secured by a mortgage extending over the entire line, franchises, and property of the company, subject only to the Virginia Central liens above described, payable thirty years after date, with interest at the rate of six per cent. per annum. Principal and interest payable in gold, except as hereinafter provided in the circular, \$17,000,000. Second mortgage bonds, payable forty years after date, with interest at the rate of six per cent. per annum, payable in currency, except as hereinafter provided in the circular, \$10,000,000. The entire plan for the purchase as well as reorganization of the company is set forth at length in a circular issued and signed by the following bondholders: Richard Irwin, A. A. Low, John Castree, C. M. Fry, C. P. Huntington, William Whitewright, Alexander Masterton, David Stewart, Jonas G. Clark, Charles Burkhalter, Lloyd Aspinwall, George I. Peckfield, Edward Durham, and Fisk & Hatch. The plan was unanimously indorsed, and adopted by the bondholders present.

## Statement of the Public Debt of the United States, January 1, 1876.

	DEBT BEARING COIN INTEREST.	
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$280,000 00	\$8,500 00
6 per cent. 1881 bonds, 1861.....	18,416,000 00	552,450 00
6 per cent. 1881 bonds, (Oregon), 1861.....	945,000 00	28,350 00
6 per cent. 1881 bonds, 1861.....	189,321,350 00	5,679,640 50
6 per cent. 1881 bonds, 1863.....	75,000,000 00	2,350,000 00
5 per cent. 10-40 bonds, 1864.....	194,566,300 00	3,242,738 33
6 per cent. 5-20 bonds, 1864.....	30,664,700 00	806,647 00
6 per cent. 5-20 bonds, 1865.....	152,509,500 00	1,525,095 00
6 per cent. consols, 1865.....	202,663,100 00	6,079,893 00
6 per cent. consols, 1867.....	100,622,750 00	9,318,682 50
6 per cent. consols, 1868.....	37,474,000 00	1,124,720 00
5 per cent. funded loan of 1881	475,568,450 00	3,962,987 08

Aggregate of debt bearing coin interest.....	\$1,688,006,150 00	\$34,077,203 41
Interest due and unpaid.....		4,097,728 58

DEBT BEARING INTEREST IN LAWFUL MONEY.		
3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$210,000 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837		
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,400 00	216 55
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1858.....	15,000 00	
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	11,066,650 00	201,243 37
6 per cent. 5-20 bonds, called March, 1864.....	43,400 00	1,550 00
6 per cent. 5-20 bonds, called June, 1864.....	10,731,950 00	47,703 72
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1867.....	1,900 00	105 00
6 per cent. treasury notes, 1861.....	3,150 00	878 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	17,050 00	1,198 43
5 per cent. 1 year notes, 1863.....	64,975 00	3,210 85
5 per cent. 2 year notes, 1863.....	46,260 00	2,868 18
6 per cent. compound interest notes, 1863-64.....	347,110 00	69,847 24
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	189,100 00	13,694 52
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	3,080 00	256 08
3 per cent. certificates called.	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....	\$22,712,540 26	\$413,896 02
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DEBT BEARING NO INTEREST.		
Demand notes, 1861-62.....	\$69,642 50	
Legal tender notes, 1862-63.....	371,227,220 00	
Certificates of deposit.....	35,175,000 00	
Fractional currency, 1862-64.....	44,147,072 47	
Coin certificates, 1863.....	31,198,300 00	
Unclaimed interest.....		20,234 84

Aggregate of debt bearing no interest.....	\$482,417,234 97	\$20,234 84
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## RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$1,017,615,400 00	
Bonds at 5 per cent.....	670,384,750 00	
	\$1,688,000,150 00	\$38,174,931 99
Debt bearing interest in lawful money, viz:		
Navy pension fund, 3 per cent.	14,000,000 00	210,000 00
Debt on which interest has ceased since maturity.....	22,712,540 26	413,896 02
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$371,896,862 50	
Certificates of deposit.....	35,175,000 00	
Fractional currency.....	44,147,072 47	
Coin Certificates.....	31,198,300 00	
	\$482,417,234 97	
Unclaimed interest.....		20,234 84
	\$2,207,129,525 23	\$38,819,062 85
Total debt, principal and interest, to date, including interest due and unpaid.....		\$2,245,948,988 08

AMOUNT IN TREASURY.		
Coin.....	\$73,824,448 01	
Currency.....	11,117,344 50	
Special deposit held for redemption of certificates of deposit as provided by law...	35,175,000 00	
	\$120,116,792 51	

Debt, less amount in Treasury, Jan 1, 1876.....	\$2,119,831,195 27	
Debt, less amount in Treasury, on the 1st ult. 2,117,917,132 57		

Decrease of debt during the past month.....	\$1,915,062 70	
Decrease of debt since June 30, 1875.....	8,856,531 05	

## BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES.

INTEREST PAYABLE IN LAWFUL MONEY.		
	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$776,553 60
Kansas Pacific bonds, 1862-64.....	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64.....	27,236,512 00	817,995 36
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	48,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	59,116 80
St. Louis City and Pacific bonds, 1862-64.....	1,628,320 00	48,849 60

Totals.....	\$64,623,512 00	\$1,938,705 36
Interest paid by United States, \$29,202,807 70; interest repaid by transportation of mails, &c., \$6,688,927 36; balance of interest paid by United States, \$21,682,840 34.		

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, December 31, 1875.

B. H. BRISTOW,  
Secretary of the Treasury.

## Philadelphia, Wilmington and Baltimore Railroad.

At the regular annual meeting of the stockholders of this company, held in Wilmington, Del., on the 10th inst., the following gentlemen were elected directors for the ensuing year: Isaac Hinckley, Samuel M. Felton, Wm. Sellers, Samuel Welsh, Joseph Brighurst, Samuel Harlan, Jr., Thos. Whitredge, Thos. Donaldson, Jacob Tome, Nathaniel Thayer, S. M. Shoemaker, Wm. Minot, Jr., Enoch Pratt, Thos. Kelso, Chas. P. Bowditch and Chas. Warner. Mr. Warner was elected to fill the place of Jesse Lane, who resigned his position some time since.

The directors chose the following officers for the ensuing year: President Isaac Hinckley, vice president Enoch Pratt, Superintendent H. F. Kenney, Secretary and Treasurer Alfred Horner.

Among the new railways now building in Mexico, or about to be built, is the Mexican International railroad, which, starting from Leon, a city of 10,000 inhabitants in the State of Guanajuato, is to reach the Rio Grande, a distance of about 700 miles, and there connect with the International railroad of Texas, and thus with the whole railroad system of the United States. Surveys are also in progress for a line from Leon to the city of Mexico, a distance of 280 miles.



**Sacramento as a Railroad Centre.**

Here terminates the Central Pacific Railroad Division of the great overland route, and here begins the Western Pacific Division of the same road, connecting the line with San Francisco. The California and Oregon Railroad begins here, and runs northward to Reading, nearly 170 miles distant. It is eventually to be pushed to the Oregon line, 281 miles distant, to meet the Oregon and California Railroad, now completed as far southward as Roseburg, 200 miles from Portland, Oregon. At Sacramento, the California Pacific Railroad has its terminus. It runs from Vallejo, at the head of San Francisco Bay, to Sacramento, a distance of 60 miles, and connects its trains at Vallejo twice a day with steamers for San Francisco. The Sacramento Valley Railroad begins at Sacramento and runs to Folsom, northeastward 22 miles, where it connects with the Placerville and Sacramento Valley Railroad, with which it is now consolidated, and continues on to Shingle Springs, 48 miles distant from Sacramento. The road is owned by the Central Pacific Railroad Company, as is also the California Pacific and the California and Oregon.

Sacramento is connected with the Napa Valley by a junction of the Napa Valley Railroad with the California Pacific near Vallejo, and with the great South of the State by connection at Lathrop on the Western Pacific Division on the Central Pacific Railroad, with the Visalia Division, and by it with the Tulare Division. It is also connected at Stockton on the Western Pacific Railroad with the Stockton and Visalia, and the Stockton and Copperopolis Railroads. It is connected at Colfax, on the Central Pacific Railroad, with the Colfax and Nevada and Grass Valley Narrow Gauge Railroad, running into the best mining regions of Nevada county. At Reno, on the Central Pacific Railroad, Sacramento comes into communication with the great heart of the State of Nevada by connection with the Virginia and Truckee Railroad. It will thus be seen that by reason of its central location Sacramento is advantageously situated for all trade purposes to easily reach out to every section of the State, and is made also particularly available for passengers from all sections of the State. The city has a street railway company, C. C. Jenks, President, N. D. Thayer, Superintendent, which runs comfortable cars over two lines every few minutes. The first passes out K street from Front to Tenth, to H, and thence by best routes to East Park and the city limits, and the branch line leaves the other at Third street, going out Third to O and thence to Twentieth street.—*Record Union*.

**New York City Central Underground Railroad.**

In the Special Term of the Superior Court, on the 8th inst., Judge Sanford ordered a decree of sale of the franchises and property of the New York City Central Underground Railroad, in a suit brought against it and others by Origen Vanderburgh. Vanderburgh, it appeared, was a Director of the company, and advanced various sums to it, amounting in all to \$102,977 93. The indebtedness on the part of the company was incurred during the years 1869, 1870, and 1871, and on the credit of the franchises and other property of the company. In March, 1875, a written agreement was entered into by the company with Vanderburgh, whereby the company agreed to issue mortgage bonds to the amount of \$1,250,000 within three months, and to pay the plaintiff's claim, with interest, in such bonds at par out of the first \$250,000 of such issue. The bonds were issued on July 1, 1875, to Vanderburgh, who brought suit to foreclose the mortgage. A Receiver had been appointed, but Joseph S. Bosworth was appointed Referee. In his report, filed in the latter part of last month, he decides that the plaintiff had a just claim to the amount, and also that the charter of the company had not been forfeited by

non-compliance with its terms, it having expended \$8,710 in making some excavations. Judge Sanford has made a decree directing Mr. Bosworth, the Referee, to sell the property. The proceeds are to be applied, first, to the payment of any balance due to the Receiver of the company and proper compensation for his services; second, to the costs and expenses of the action; third, to the payment of the plaintiff's claim; and fourth, the surplus, if any, to the Chamberlain. The company whose franchises are thus to be sold was organized under chapter 230 of the Laws of 1868, and chapter 824 of the Laws of 1869. It was authorized to construct an underground railroad and tunnel from the City Hall to the Harlem River. Its route was to be through Centre street, City Hall place, Pearl, Mulberry, and Bleecker streets, Lafayette and Astor places, Eighth street, Fourth avenue, and under Union and Madison squares, thence through Madison avenue to Harlem River. There were also several branches to various points.

**New York and Harlem Railroad.**

The annual report of the New York and Harlem Railroad Company for the year ending Sept. 30, 1875, which has been placed on file in the office of the State Engineer and Surveyor, contains the following statistics: Capital stock, \$10,000,000, of which \$9,050,000 has been paid in; total amount of funded and floating debt, \$11,317,329, bearing an average annual interest of seven per cent. The entire cost of road and equipment of the line, consisting both of its steam and City road is given at \$21,181,318 82. During the year 10,245,848 passengers were transported, the average time consumed by passenger cars in passing over the road being one hour. The total cost of maintaining the road for the year, including repairs and taxes on real estate, is given as \$52,708 80.

**Third Avenue Railroad.**

The annual report of the Third Avenue Railroad Company, which was transmitted to the State Examiner on the 5th inst., places the total amount of the funded and floating debt of the company at \$2,000,000, the rate of interest on which during the past year was seven per cent. The total cost of the road and its equipments by the last report was \$3,956,012 19, and has since increased to \$4,076,068 78. The length of the road is 8 miles. Length of double track, including sidings, 10 miles. Weight of rail per yard, 60 pounds. Number of passenger cars 263, number of freight cars 5, number of horses and mules 2,004. The number of passengers of all classes carried during the year was 31,542,000. The rate of fare charged for through passengers was 6 cents, for way passengers 5 cents. The average time consumed by passenger cars in passing over the road was one hour and twenty minutes. The total receipts from passengers were \$1,720,358 91; from rents of real estate, car-punches, mail service and interest, \$34,770 71; from manure, \$6,600, and from loans, \$25,000. The cash on hand Sept. 30, 1874, amounted to \$37,424 29, and the total receipts for the year to \$1,824,148 91. The payments other than for construction were as follows: for transportation expenses, maintenance and repairs, \$1,219,220 85; for interest, \$140,679 08; for dividends on stock at 9½ per cent., \$190,000, and for loans paid in full, \$55,000. The cash on hand Sept. 30, 1875, amounted to \$219,248 98. The following are the various items classified under the head of "Expenses of operating the road and for

repairs." General expenses, \$4,425 88; officers, clerks, agents and office expenses, \$20,318 85; conductors and drivers, \$375,671 77; watchmen, starters, switchmen, roadmen, etc., \$197,172 37; repairs of cars and cost of new cars, \$38,288 75; repairs of harness, including material and labor, \$4,844 31; horse-shoeing, including material and labor, \$51,959 01; horses, \$75,718 25; stable expenses, \$11,364 89; feed, grain, hay, etc., including expenses of grinding, \$263,430 64; fuel, gas, and lights, \$15,522 12; oil and waste, \$1,896 82; damages to persons and property, including medical attendance, \$7,434 66; law expenses, \$570 75; rents, including use of other roads, ferries, etc., \$21,241 66; insurance, \$4,302 37; stationery and printing, \$2,405 79; punch expenses, \$27,596; donations, \$6,600.

**New Railroad Route from Philadelphia to New York.**

The Delaware River Branch of the North Pennsylvania Railroad, extending from Jenkintown Junction to the middle of the Delaware River, 20½ miles in length, was formally opened on the 10th inst. On that day an excursion train, containing a number of railroad officers and stockholders, merchants, manufacturers, etc., passed over the main line of the road to Jenkintown Junction, a distance of 8 miles from Philadelphia, and thence over the Delaware River Branch. The entire distance, 28½ miles, was run in a little over one hour. The new road, the construction of which was completed in just fifteen months from its commencement, is very substantially built. The line is graded and bridged for a double track, and is laid now with a single track of heavy steel rails.

The remaining unfinished link of this line is that extending from the Delaware River Bridge to Bound Brook Junction, 27 miles, upon which about eight miles of track are laid, and ties and steel rails are on the ground for the remainder. It is said that all of the unfinished work could be completed in thirty days if it could be carried on without interruption.

The remainder of the distance to New York will be by the Central Railroad of New Jersey, the distance being, including the ferry, 33 miles—making the total distance between the two cities 88½ miles.

A bill which has passed the West Virginia Legislature and received the signature of the Governor enacts that where different lines of internal improvement intersect each other in that State, it is the duty of any road to receive freight and passengers from such other road, and to charge for the transportation thereof such rates only as it is charging on its own line from the point of intersection to the point of destination of such freight or passengers. The act applies to all railroads operating in the State.

The annual report of the Treasurer of Indiana shows that the State debt is \$5,003,538 34, of which \$1,098,753 12 is foreign debt, and \$3,904,785 22 domestic debt represented by 6 per cent non-negotiable bonds due to the common school fund. The total receipts from all sources during the fiscal year, including \$224,203 78 which were on hand on the 1st November, 1874, were \$4,441,298 07. The expenditures were \$4,019,903 82, leaving \$421,394 25 in the Treasury.



**Funded Debt of California.**

The funded debt of California consists of the following bonds which are now outstanding:

Bonds of 1857.....	\$51,500
Bonds of 1860.....	24,000
Soldiers' Relief bonds.....	95,500
Capitol bonds of 1870.....	250,000
Capitol bonds of 1872.....	250,000
Funded debt of 1873.....	2,801,000

Total.....\$3,472,000

Of these bonds there are held by the State:

For School Fund.....	\$1,787,500
For University Fund.....	811,500

The School Fund receives from these bonds interest to the amount of \$107,760 per annum. The University Fund receives from the bonds held in trust \$50,040 per annum. Outside from the interest due on outstanding bonds, the State pays \$105,000 per annum on railroad bonds. All bonds of 1857 and 1860 are called in and are no longer interest-bearing, and the money for their redemption is now in the Sinking and Interest Fund.

**Philadelphia Iron Market.**

The Philadelphia Iron Market during 1875, sympathizing with the business in other parts of the country and in Great Britain has been marked by exceedingly low prices, due in a large degree to the comparatively heavy production of pig iron. The prices for anthracite pig iron ranged from \$26 in January to \$27 60 in April, and down to \$23 75 in December. The estimated number of furnaces (all kinds) out of blast in December, 1874, was 291, and for December, 1875, 368. The prices for old rails ranged last year from \$31 50 in February and March to \$25 in December, and the prices of wrought-iron from \$33 50 in March and April to \$28 in December. New iron rails of domestic manufacture have continued to decline in price, and the "out put" has been reduced from 584,469 net tons in 1874 to 450,000 net tons (estimated) for 1875. The prices of American iron rails have ranged from \$51 in January down to \$45 in December. Steel rails have been in fair demand at reduced prices, ranging from \$75 in January to \$65 in December. The estimated production for the year is 250,000 net tons. Merchant bars have been dull, and at unremonerate prices throughout the year ranging from \$56 to \$60 48 per ton. Raw irons have shown a greater percentage of decrease in values than manufactured iron. There has been but slight trouble with labor during the year, and if the uncertainties as to the future, which have clogged the wheels of business, were removed, the iron trade would be found in a good position to take advantage of returning prosperity.—*Ledger*.

At the annual meeting of the stockholders of the Rutland and Whitehall Railroad Company, held at Fair Haven, Vt., on the 6th inst., the following gentlemen were chosen directors for the ensuing year: W. W. Cooke of Whitehall, A. Allen and I. C. Allen of Fair Haven, J. V. Baker of Comstock, N. Y., and George H. Cramer of Troy, N. Y. At a meeting of the directors held subsequently W. W. Cooke was elected President, A. Allen Vice President, and I. C. Allen Treasurer and Transfer Agent. By good management this road has been made to pay a dividend every year since its completion.

The Atchison, Topeka and Santa Fe Railroad has just been opened to Apishapa, Colorado, 42 miles west of Los Animas. Apishapa is only 40 miles from Pueblo, and the road will be completed and running to the Rocky Mountains by the 1st of March.

**Atlantic and Lake Erie Railway.**

A contract with Messrs. Vibrad, Ball & Co., of New York, by which they undertake to complete the Atlantic and Lake Erie railway to Bucyrus within fifteen months, has been prepared and is ready for signature. Among other conditions are these: They are to have one fifth of the coal lands owned by the coal companies, they are to be furnished with ties, and the right of way is to be secured. The signature to the contract was delayed to enable the directors to consult with the stockholders in their respective counties. Up to the present time reports from all the counties heard from are favorable to the early completion of the road.—*Bucyrus Journal*.

Surveyors have been at work for some days upon the proposed railroad from West Deer Park, Long Island, to Babylon. It is the intention to break ground immediately and to have the road open for travel by the 1st of June next.

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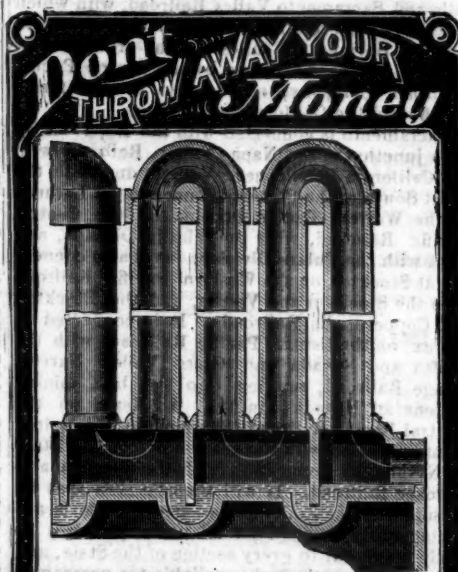
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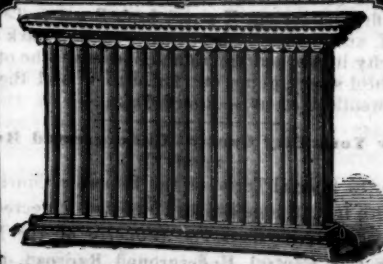
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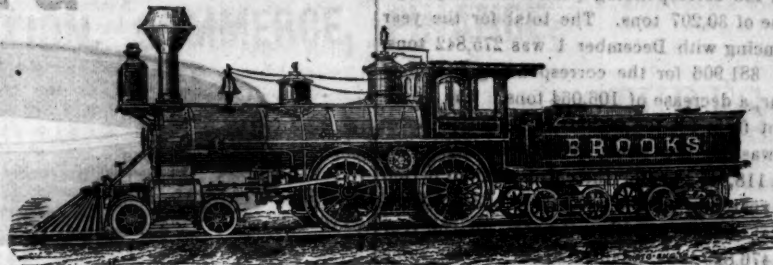
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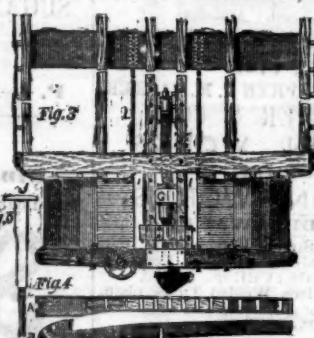
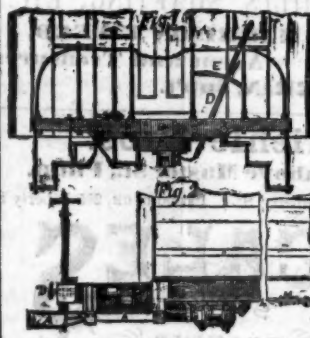
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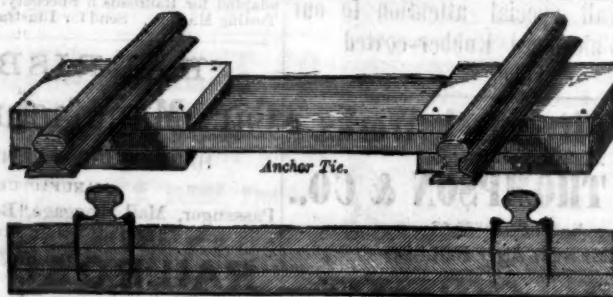


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